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SOLD

QUALITY PRE-OWNED COACHES

1999 (Oct) DENNIS JAVELIN GX300 BERKHOF AXIAL 12M

51 recliners, soft pastel col moquette, rear s[illegible] toilet, drinks machine, fridge, AIR CON, stereo/P.A. s[illegible], wired for [illegible]/video. Exterior white/red/yellow.
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SOLD

1997 BOVA FUTURA FLD 12.300 INTEGRAL 12M

53 recliners, grey multi-col moquette, retractable seat belts, double glazed side windows with full draw curtains, courier seat, stereo radio/p.a. system. Exterior white.

1995 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49 recliners, orange/black moquette, centre s[illegible] toilet, pull down bli[illegible], S[illegible]RAK AIR CONDITIO[illegible], fridge, water bo[illegible] swinging power entrance door and wired TV/video. Exterior white.

SOLD

1990 VOLVO B10MT (Tri-axle) VAN HOOL ALIZEE-SH 12M

49 recliners, brown/beige/orange moquette, rear sunken toilet, pull down blinds, drinks machine, fridge, and wired TV/video.
Exterior silver metallic.

1989 DAF SB2300 DUPLE 320 12M

53 seats, grey/red/orange moquette, rear floor mounted toilet, wired TV/video.
Exterior cream/duo red.

1987 (Sept) VOLVO B10M PLAXTON PARAMOUNT 3500 12M

53 recliners trimmed in brown/ beige/orange moquette, aircraft style doors to hatracks, courier seat and wired TV/video.
Exterior white.

1989 SETRA S210 HD INTEGRAL 10M

28 recliners recently re-trimmed in grey/multi-col moquette, 2 saloon tables, rear floor mounted toilet, rear servery with drinks machine, fridge and microwave oven, twin colour monitors, driver's door, central locking. Exterior white.

1995 TOYOTA CAETANO OPTIMO III

18 recliners, grey multi-col moquette, courier seat, curtains, full soft trim to interior and power entrance door.
Exterior white.

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VOLVO — VANHOOL — BOVA — Sitcar — DAF

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Better Operation Tourist performance - 1344 vehicles checked - 71 immediate prohibition

Operation Tourist, the Vehicle Inspectorate's annual multi- location on the road check of coaches carrying passengers, held this year between 13 and 21 July, has shown that 95% of the buses and coaches checked had no safety defects.

A total of 1344 buses and coaches were checked by VI Vehicle Examiners, of which 71 received immediate prohibitions and were prevented from proceeding. A further 124 received delayed prohibitions and will have to be repaired and presented at a VI test station within 10 days to have the prohibition notice cleared. Of the 1175 vehicles checked by Traffic Examiners 141 offences were reported for further action. These offences included drivers' hours and operator licensing offences.

Vehicle Inspectorate staff from across the country took part in the check which was co-ordinated by the Avon and Somerset Constabulary and involved police from several other forces across the country.

Commenting on the check Bob Tatchell, Operations Director at the Vehicle Inspectorate said:

"Operation Tourist shows the continuing commitment of the Vehicle Inspectorate and the Police to work together in the interest of road safety. We are encouraged that a very high proportion of vehicles inspected were found to be defect free and that the vast majority of coach operators take their responsibilities with regard to the maintenance of their vehicles very seriously. It is still disappointing that some coaches are not able to continue their journey until repairs are carried out and it is important that both the Vehicle Inspectorate and the Police continue to target and take action against those operators whose vehicles do not meet the required standards. We will continue with these type of checks in addition to our more highly targeted checks.'

CPT Director General, Brian Nimick, commented, 'These figures, which continue to show year on year improvement, are most encouraging and demonstrate once again that buses and coaches are the safest vehicles on the road. They confirm that the industry is fully committed to providing high quality and safe vehicles, but we are not complacent. It is important that we maintain these levels of improvement and continue to establish ourselves as the safest form of road passenger transport. This is not only good news for the passengers, but all road users.'

Targeted checks such as Operation Tourist do not reflect the condition of the PSV vehicle fleet as a whole where there is an overall prohibition rate of around 8.9%.

New TransBus Body Group Sales Director

Robin Raimond has been appointed Bus Sales Director at TransBus International's Bus Body Group, with responsibility for the United Kingdom and Southern Ireland.

Robin, who has a BTech (Hons) degree in engineering and an MBA from Manchester Business School, joins TransBus from Leyland Product Development (LPD) where he was Sales and Marketing Director. Prior to joining LPD he was Chief Engineer at Leyland Bus and later held the same position with Volvo Bus and Coach.

David Quainton, Sales and Marketing Director of TransBus Body Group, to whom Robin will report, commented: "Robin joins a strong sales team and brings with him a wealth of experience. He will have a particular role to play in developing existing business relationships and identifying the future product needs of customers. We are delighted to have him on the team."

Robin Raimond.

Regency Sales expands

Regency Sales, the used vehicle sales agency run By David Waterman is to expand its operations. After a successful period working exclusively as the used vehicle sales outlet for The Kings Ferry, a new contract has been signed between the two parties. Contracts have also been signed with Lucketts Travel of Fareham and Buddens Coaches of Romsey, giving Regency Sales a wider base of vehicles to offer for sale. The new arrangements come into force on 1st August 2002.

Announcing the new contracts, David Waterman commented 'Customers have benefited from being able to acquire quality vehicles direct from quality operators. The new arrangements will widen that ability and I look forward to working with Kings Ferry, Lucketts and Buddens, all of whom I have enjoyed a good business relationship with in the past.'

Regency Sales can be contacted on 01725-514409 or 07960-873537.

Inspectors return to First in Glasgow

For the first time since 1997, First in Glasgow is reintroducing Inspectors to the streets of the City. A dedicated team of 28 will work along the main corridors of the First network as well travelling across Greater Glasgow to respond to operational issues. Dressed in distinctive purple and navy uniforms with bowler hats, they will regulate services, inspect tickets, deal with passenger enquiries and respond to congestion problems.

Director of First's bus operations in Scotland, Mark Savelli, described the move as 'part of a much wider strategy to further improve the quality and reliability of our bus network in Greater Glasgow. The company has already invested £13million in 114 new buses this year and the latest set of service changes, which took place in May 2002, have added a million extra bus miles a year to our network, to keep pace with passenger growth and to improve service reliability.' First in Glasgow passenger numbers have risen by 6% since 2000-2001.

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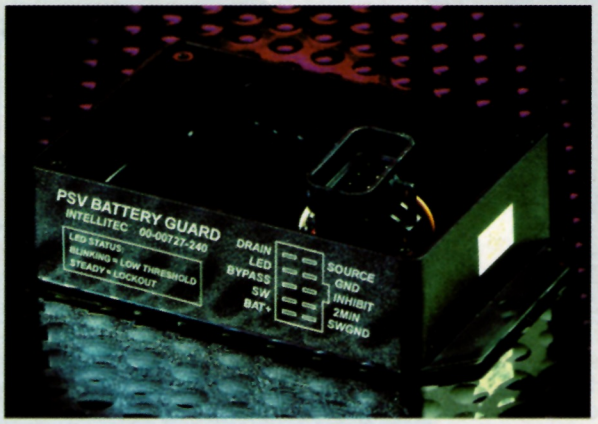

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More News on page 18

First Scania midis delivered

The first 10.6m examples of Scania's N94UB 4x2 chassis with East Lancs Myllennium bodywork have been delivered to the London Easylink fleet of Durham Travel Services for use on the 42 route between Denmark Hill and Liverpool Street. Promoted by Scania as 'Small Buses,' they have incorporate exactly the same 18 tonne GVW chassis modules used in the single deck OmniCity bus and the soon to be launched Omnidekka.

Scania believe their advantages over other products will be in reduced whole life costs because they are working so far within their capabilities, the absence of gangway steps and in being part of a family of modular Scania products.

The specification of the buses features the 230bhp Scania DC9.01 engine driving through a ZF 4HP502 four speed automatic box. All have CRT (continuously regenerating trap) catalytic converters, disc brakes all round and ABS. They are dual doored with a powered ramp at the centre door. Passenger capacity is 32 (or 29 and one wheelchair) plus 26 standees, which represents only around 65% of the chassis design weight capability.

One of the new Easylink 10.6m Scania N94UB4x2 East Lancs Myllenniums.

Supplied on a five year repair and maintenance agreement through Scania Bus & Coach UK, the buses will be maintained by Scantruck Purfleet.

Eric Bowerbank, Engineering Director of Durham Travel Services commented, 'We have been using Scania Vehicles since 1990 and have every confidence in these new buses. Any London operation is arduous by nature and we feel the heavy duty Scania chassis will be particularly well-suited to the rigours of the 42 route.'

Repeat Isle of MAN DAF order

Isle of Man Transport is to take a further ten DAF Bus DB250PF double deckers with East Lancs Lowlander bodywork to replace older Olympians. Due for delivery in May/June 2003 for use across the network, they will bring the number of low floor DB250s in the fleet to 33, most of them with East Lancs bodies.

David Howard, Director of Public Transport, explained that the latest 10-metre buses again feature 74 seats with a standing capacity of eight, made possible since the island's permitted gross vehicle weight of 16 tonnes was increased to 18 in common with the UK last year. Like their predecessors, they will also be built to a low height of 13.3 feet.

Over the past three years, Isle of Man Transport has invested £5million in new vehicles. The average age of the fleet is just 6.8 years and 69% of it is low floor. 'Drivers like them, they are reliable, and they're fuel-efficient,' said David, adding, 'the price was right for us.'

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Plaxton Paramount 3500
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Purchase Price **£17,500**

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49 recliners, belts, centre sunken toilet, double glazed, boiler, radio/pa
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London's first articulated Citaros

The number of articulated Mercedes Benz Citaro buses operating on London's streets is now set to go into treble figures with the announcement that Go Ahead London's London Central fleet is to purchase a further 30 examples for the new 436 service between Lewisham and Paddington. Scheduled to enter service early in 2003 from New Cross depot where they will replace Routemasters, these will be similar to 31 London General vehicles that have been operating the Red Arrow 507 and 521 services since 5 June. The news comes two weeks after Stagecoach revealed it was to buy 40 articulated Citaros for use on TfL's new 453 route from Deptford to Paddington.

Though articulated buses have been operated in London on a trial basis in the past, London General's are the first to be purchased new specifically for a route. Replacing East Lancs Greenway Leyland Nationals, all are allocated to Waterloo depot. This now operates nothing else; its Routemaster allocation for the 11 and small commitment to the 77A having been transferred to Stockwell.

Last week I met GoAhead London MD, David Brown, Engineering Director Phil Margrave and Clive Hodgson, Sales Manager Mercedes-Benz for EvoBus at Waterloo, to hear more about the Citaros and how they are performing.

The specification of the Citaros, which have been given the type code MAL (presumably

London General's 31 articulated Citaros are to be followed by 30 similar buses for GoAhead London's London Central fleet.

for Mercedes ArticuLated) includes the 6.37 litre OM906hLA engine which develops 205kW (279bhp) at 2300rpm and maximum torque of 1100Nm at 1300rpm and a Voith four speed automatic gearbox. The larger OM457hLA is an alternative in the Citaro but Phil Margrave commented that the OM906hLA was 'totally adequate,' adding that the company had not wanted them to be too powerful.

A total passenger capacity of 143 is provided, including 49 seats, although carrying one wheelchair passenger reduces the total passenger capacity by an outrageous eight people to 135! An MBB Medi ramp is fitted at the centre door.

Seven CCTV cameras record

The cab of one of the Red Arrow Citaros, with cameras provided for the second and third doors.

The interior of the articulated Citaro. Customer reaction has been excellent.

what is happening on and in front of the bus. CCTV has proved a worthwhile investment for London General, which suffers major vandalism problems, particularly at certain depots. Since CCTV was introduced close to 200 arrests have been made on the strength of CCTV evidence, most of them youths and the conviction rate has been good.

Lessons learned from the successful operation of the first 31 buses have resulted in only minor changes to the specifications of the second batch of buses. In place of the original continuous buzzer to request the next stop, a bell system is being substituted, a modification that is also being washed through the existing buses as quickly as possible. Two other changes are the probable addition of a destination blind adjacent to door three to assist passengers, and the substitution of aluminium extruded step edg-

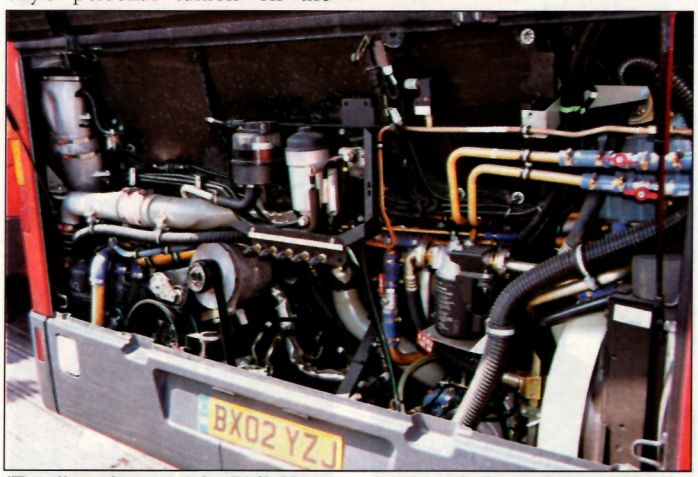
Three nearside doors are specified.

London General has a repair and maintenance contract with Clarkes of London covering the vehicles.

ings with rubber insets for the painted metal edgings on the first batch.

Driver turnover at Waterloo is very low and those I spoke to were impressed with the Citaros. They liked the cabs and the handling, which are a vast improvement on the National Greenways. Each driver was already fully PCV trained and had an additional day's personal tuition on the Citaros prior to 5 June. Work done by London General to optimise the design of the cab for London use has proved worthwhile. Features include electrically operated assault screens and drivers windows and a cab air conditioning system. Video monitors give a good view of the second and third doors, and what is behind when reverse is selected. There appear to be few difficulties handling the 18m bendibuses, despite the tow-in of the rear section and the extremely tight nature of the approach to the terminus at Waterloo, which is often impeded by taxis and delivery vehicles. Damage has been minimal, with less damage reported than on normal new buses.

My own short spell at the wheel proved that the driveline is smooth and very well matched, the driving position is comfortable and you cannot assume that the rear section will exactly follow the front because it doesn't.



'Totally adequate' is Phil Margrave's description of the 6.37 litre OM906hLA engine. The unladen weight of each bus is 16,680kg.

Off-bus ticketing

A bonus for Waterloo's 50 drivers is that they do not have to collect fares, other than the stubs for Saver 6 tickets. Wayfarer equipment is installed, but only for module and fleet data collection purposes. Ultimately, hopefully by November, a smart ticketing system will be operational. Passengers acquire their tickets at one of 49 off bus ticketing points.

Ken Livingstone's face and the slogan 'More bus, less fuss. I promised you better buses for London. You're following one of them right now,' appears on the back of every Citaro.

Maintenance

Go-Ahead has purchased the buses and agreed a five year repair and maintenance contract on them with Clarkes of London, the Evobus service agent for the South East London area. The deal excludes accident damage and vandalism, though Clarkes also undertake some of this after first confirming that London General wishes them to do so. Maintenance is on a six weekly cycle with Clarkes collecting the buses and taking them to their Sydenham premises. A van based support team, dedicated to the contract, attends to service calls.

No tickets are issued on the 507 and 521 service but bus passes can be bought prior to boarding at 49 points.

Phil Margrave says that he happy so far with the arrangement. A four-weekly review process has been introduced to ensure any issues are being picked up.

Potential

Ken Livingstone has talked about the possibility of 20% of London's routes being artic operated. Asked about the further possibilities for articulated buses in London, David Brown commented, 'There are more routes that could go articulated, but there are infrastructure and garage capacity issues that have to be resolved. With increasing vehicle requirements in London and most depots at brim, depot capacity is an issue.' He said that in terms of garage design plans, they took up the space of two standard 12m buses rather than 1.5. While he felt that TfL understood the problem and had publicly offered to help with planning applications because of the priority it placed on transport in London, he added, 'At the end of the day if you want to run contracts you have to find space, so it's an operator issue.' He talked of running night buses as a partial solution to the problem, a method that has successfully been employed in Hong Kong.

Slightly off-route so that we could get that nice clock in the background.

In next week's issue B&CB will be the first magazine in Europe to bring you the story of how the Citaro is built following a 50million Euro investment at the Mannheim facility.

By Stuart Jones

Continental 330

- 37 Fainsa reclining seats
- Courier seat
- Double glazed side windows with full draw curtains
- Radio cassette / PA
- Rear continental door & steps
- MAN 13.220 (220 BHP) rear engine chassis

Continental 340

- 53 Fainsa seats
- Courier seat
- Double glazed side windows with full draw curtains
- Radio cassette / PA
- Dennis GX chassis
- Wheelchair lift & access prepared

1989 VOLVO B10M JONCKHEERE DEAUVILLE

51 reclining seats, seat belts, rear toilet, video/monitor, fridge, radio cassette/P.A.

1998 VOLVO B7R PLAXTON

55 seats, seat belts, radio cassette/P.A., courier seat.

1997 OPTIMO IV

21 seats, seat belts, video/monitor, radio cassette, P.A., full draw curtains. MOT January 2003.

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MAN developments

MAN are to introduce two new coaches, a new midi coach chassis, a new integral service bus and some other important new developments at the IAA Exhibition being held in Hanover in September. The new coaches are The Lion's Top Class a 13.8m derivative of the 12m Lion's Star luxury coach introduced at last year's Busworld in Kortrijk and the Lion's Coach, a 12m high floor mid range rear engined integral. The new bus is the Lion's Single a low floor city bus with offset engine.

The new 13.8 metre MAN Lion's Top Star luxury rear engined coach.

Details of the new vehicles and some other important technical developments by were released at a special Press Conference held in Munich last week. Top executives from the company including Hakan Samuelsson the Swedish Chief Executive Officer also gave details of how the company was performing and where it hoped to be in the future.

Company performance

In common with most manufacturers MAN is suffering from the market slow down in Europe and some other parts of the World, notably North America. Wolfgang Fahrnberger, Chairman of the MAN Board of Management set up after the merger of MAN and Neoplan, explained that the two companies MAN Bus and Neoplan were being run as separate stand alone units but with considerable pooling of resources, and were controlled by the controlling Board. The latter included in its make-up the heads of the two line companies.

He said that the merger had gone very well and already the benefits of combining and streamlining the resources was producing tangible benefits to both companies. Both companies will continue to develop separate product ranges but there will increasingly, where practical, be commonality of components.

Where the biggest change would be seen was in after sales support where it is intended to have a joint strategy with one organisation servicing the two brands.

MAN production in Europe is to be concentrated at three plants: Saltzgitter in Germany, Poznan in Poland and Ankara in Turkey. He went on to say that the quality of production from both the Polish and Turkish plants was now equal in standard if not ahead of that traditionally set by Saltzgitter.

Increasingly, Poznan and Ankara will be used for the manufacture of elements of the vehicle where there is high labour content. Already both plants are building bodyshells for final fitting out at Saltzgitter and this development will increase in the future.

In the last twelve months, Saltzgitter had built 2,700 vehicles, the same as in the previous twelve months. Ankara production rose from 806 to 927 whilst Poznan doubled from 310 to 615.

Fahrnberger went on to say that an important development at MAN had been the achievement of a situation where it now exported more vehicles than it delivered to the German domestic market.

Martin Scharrer, Head of Bus Sales Strategy said that both MAN and Neoplan are looking to increase their respective stakes in the European markets. Currently the MAN Group is the third largest supplier to the market with a sales percentage of 16%. The aim is to become the second largest supplier. France, Italy and the United Kingdom are seen as key development markets whilst further growth will come from the former Eastern Bloc countries. Overall, in Western Europe, Scharrer does not expect to see much recovery of the market before 2005.

Hakan Samuelsson, despite being a Swede, delivered his speech in faultless German but then he does also speak English, Spanish and Portuguese fluently. He emphasised that the company was formed into two completely separate operating groups - Trucks and Buses - and that both companies would be expected to trade profitably in the long term and not cross subsidise each other. He said that, despite the depressed state of the market, he was convinced that the company would break even this year. He said that this had been achieved by rationalisation, technical development and staff reduction. MAN has reduced, he revealed, its workforce in Germany by over 4000 in the past year and that trend would continue.

The Bus Division is not yet trading profitably but he believes that the steps they have taken and are taking, will see it move into profitability by 2004. He left nobody in any doubt that MAN sees the bus operation as a key part of the company's future.

The interior of the new Lion's Top Star. This one was seated to 52 with centre sunken toilet and very generous legroom.

New products

Josef Uttenthaler, the Manager of Bus Engineering at MAN Bus gave details of the new product developments.

Lion's Star and Lion's Top Star

MAN's flagship Lion's Star 12m rear engined integral coach had been the subject of an extensive evaluation programme whereby no less than 60 coaches had been built and put through a series of controlled trials. Of that number 30 vehicles had been put into service under controlled conditions with operators. Over one million kilometres had been covered during the testing programme. Following that exercise the vehicle was now moving into full production at Saltzgitter with the first deliveries due in early August. Already the new Lion's Star has been awarded the 'red dot' award from the Design Centre at North Rhine Westfalia for the quality of its design and manufacture.

The distinctive C shaped pillar

A brace of MAN Lion's Stars. Launched at Kortrijk and following an exhaustive test programme now in full production at Saltzgitter.

at the front and rear are not merely for styling purpose they increase the roll over strength of the body. They also avoid passenger vision being obstructed as happens on some of the other new coaches around.

MAN now uses a cradle system for the production of drive train components, which includes the engine, transmission, cooling system and peripheral equipment. MAN claim that this enables them to control the quality of production and installation as well as simplifying maintenance. Introduced first on the Lion's Star, the philosophy is to be washed across the rest of the product range.

Power is from the Euro3 MAN D2876 LOH03 engine mounted vertically in line with the chassis. It uses four valve per cylinder technology and advanced electronic management of engine and transmission. Power options of 410bhp or 460bhp at 1,900 rpm are offered, with impressive toque figures of 2100Nm achieved across a wide speed band from 900 to 1300 rpm.

Transmission is described as being the MAN TipMatic , which means a 12 speed ZF box with integral retarder and AS-Tronic control, giving the driver the choice of manual for slow speed manoeuvring or automatic for long distance running. MAN uses a dash mounted rotating switch for gear and system selection as opposed to the joystick generally favoured by other manufacturers for AS-Tronic. The manual or automatic feature can also be selected by a lever on the column. Retarder control is by a hand stalk or it can be switched to operate with the footbrake pedal.

Suspension is full air, independent at the front. Braking uses discs all round.

With production of the 12m coach just starting, MAN have chosen to use the Hanover Show to introduce the next model in the Lion's Star range and this is the Lion's Top Star, a 13.8 metre long three axle variant offering the ability to carry eight more passengers in reclining seats.

In basic terms the Lion's Top Star is a stretched Lion's Star with all vehicle components common between the two vehicles. The additional axle is a tag axle and it self steers though can be locked up for reversing. Interestingly the axle can be lifted to allow better traction when starting in ice and snow and it can also be lifted for slow speed reversing.

Again the power unit is the D2876 LOHO3 rated at 410bhp or 460bhp with the same 12 speed MAN-TipMatic (ZF) gearbox with AS-Tronic control.

The cap over the top of the rear window is said by MAN top keep the rear window clean. It also houses the reversing camera.

The front of the Lion's Star and the Lion's Top Star are indistinguishable. The Lion's Top Star is on the far left.

I understand that there are also plans to produce a 12.5 or 12.8 metre version of the Lion's Star.

The Lion's Coach

The other new coach to be launched at Hanover will be the all new Lion's Coach and Lion's Top Coach. 12 and 13.8 metre versions are to be offered. These are less sophisticated versions of the Lion's Star and Lion's Top Star. They are aimed at the sector of the market looking for high quality product at a realistic price. MAN believes the vehicle will prove popular not only in Western Europe but also in the developing Eastern European Market. Drawing heavily on the Lion's Star for styling and design, these new models are to be built entirely at the Ankara plant.

Engines again are the 410 and 460 bhp D2876 LOH03 diesel mounted vertically in line at the rear. The most notable difference is in the choice of a ZF six speed manual gearbox with joystick 'fly by wire' gear selection.

Unfortunately an example of the coach was not available for us to inspect so readers will have to wait for the IAA Show report in September for more information.

Another new development in the coach field is the announcement of a 12 tonne version of the 14 tonne chassis introduced a couple of years ago. This includes the Euro3 D08 series engine rated at 220 bhp, air suspension, six speed manual gearbox with joystick control and disc brakes at the front.

Buses

All the existing range of MAN complete city buses which go from 12m up to 18.75 metre artics are now available with common rail versions of the D08 engines which have been uprated to 240bhp and 280bhp with torque figures of 925Nm and 1,100Nm respectively. The renowned D2866 horizontal remains available in power ratings of 260bhp, 310bhp and 360bhp.

Hanover will see the launch of a completely new 12m integral low floor bus the Lion's Single (although MAN's literature did not use this title.) Developed from the highly successful NL city bus range, it is very definitely aimed at export markets.

It uses a very new philosophy for MAN since it has the DO836 LOH40 CR and D0836 41 CR(common rail) engines mounted vertically at the rear but offset to the offside of the chassis a la Volvo B7L single deckers. The engine is available with 240bhp or 280bhp at 2,400rpm and maximum torque of 925Nm in the case of the 240bhp engine and 1,100Nm in the case of the 280bhp engine, delivered across a wide speed range from 1200 to 1800rpm.

But as Jimmy Cricket would say 'And there's more.' It has a brand new portal type rear axle based on that used on MAN's midibus range, which enables a low floor to be created throughout the length of the bus. Added to that the vehicle is available only with Super Single type rear tyres, which gives a gangway width between the rear wheelarches of 800mm. A tyre condition sensing system is fitted as standard. The tyres are 455/45 R22.5 units with a load capacity of 11.5 tonnes.

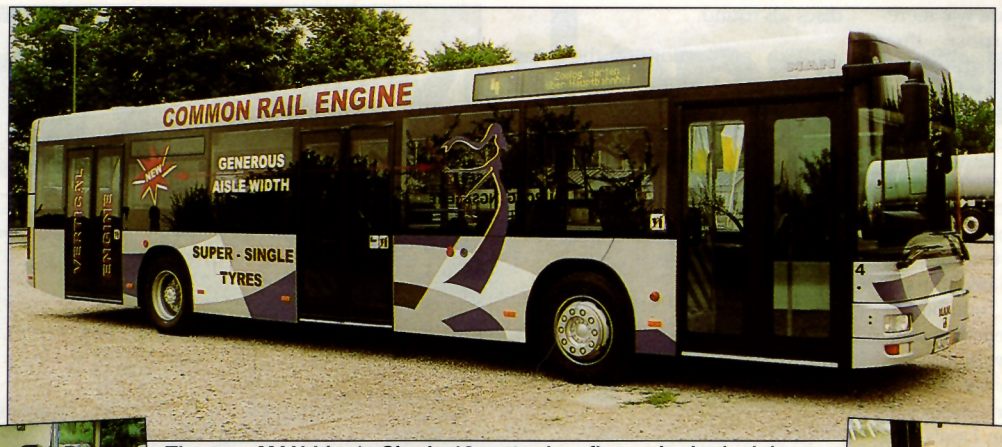
Transmission is ZF 5HP502C automatic with integral retarder. Full air suspension, ZF steering and disc brakes at the front are also features. Production is due to commence at the start of 2003.

Other developments

MAN engines, particularly those used for city bus work, are now available with a CR Tec filter. This is an electronically controlled device which creates higher temperatures in the exhaust system,

The new MAN Lion's Coach rear engined integral 12 metre coach which is to be entirely built at the Ankara plant. First appearance will be at Hanover in September.

even when the vehicle is operating at low speed, enabling a much greater burn-off of particles. It results in an 80% reduction in particulates, carbon monoxide and hydrocarbons. It will be available on the D0836 engine from September and on the D2866 in January.



The new MAN Lion's Single 12 metre low floor, single deck bus.

The use of a portal axle and super singles enables an 800mm wide gangway between the rear wheelarches.

MAN's CNG powered engine the CNGE 2866 DUH EEV has also been re-developed and is now common rail. Power has been increased to 245bhp and the engine already meets Euro5 - not due until 2008!

You've heard of a retarder and you've heard of intarders, now there's a PriTarder. This is a primary retarder developed by MAN and Voith. It utilises a direct engine driven water pump, which drives a turbine that develops the electrical energy to provide the retardation. MAN claim the PriTarder is considerably more effective than conventional retarders. It is also smaller and weighs 60kg less. The equipment is not yet available on the bus range but is being introduced on the truck range and will inevitably turn up on the bus range.

The truck side also showed a lot of developments in electronics, which again will probably find there way onto the bus and coach range. These include ACC (adaptive cruise control) which senses the speed and distance of the vehicle in front and prevents the driver getting too close. An override system is fitted; LGS or Lane Guard System is another sensory system, which monitors the vehicle's position in the lane. If the vehicle deviates an acoustic warning warns the driver. It operates at speeds over 60 kph; and ESP the electronic stability programme that is aimed at preventing trucks jack-knifing or tipping over.

Evaluating the Product

MAN had arranged a fleet of vehicles for journalists to drive. The range included a pair of Lion's Star coaches; one of the new three axle Lion's Top Star 13.8 metre long coaches; an NL283 12 metre integral citybus fitted with the new common rail D0836 LUH40CR engine and ZF automatic transmission; a 15m NL313 integral citybus with the D2866 LUH24 engine and Voith gearbox; the new Lion's Single (or NL283) 12 m bus with the offset engine and super single rear tyres and a Turkish built SU313 MANAS interline bus with the D2866 LUH26 engine and six speed ZF manual transmission. Unfortunately the MANAS was commandeered to operate a shuttle to the off-road vehicle demonstration site so I was unable to try that but all the others were driven.

Banquette type rear seating on the new Lion's Single bus.

First the 12m Lion's Star. I had been very impressed with this vehicle when I saw it at Kortrijk and my first close inspection of the vehicle did not disappoint. This is a really beautiful coach. The styling is excellent and the standard of finish outstanding. It had the 460 bhp version of the D2876 engine and the 12 speed ZF transmission with AS-Tronic.

MAN had worked out an interesting road test circuit of about 20 miles on conventional roads embracing a mix of small towns and open road stretches. The Lion's Star was a delight to drive. Perfectly balanced, smooth and quiet. The ride was outstanding with no pitch, toss or bounce; the ZF steering perfect, precise, light and with no hint of wander and the vehicle was exceptionally quiet.

The AS-Tronic was certainly one of the best set-ups I have experienced. Yes you were conscious of the gearbox changing but it was very smooth with instant pick up. The ZF integral retarder was its usual efficient self and there was hardly any need to use the foundation brakes. When you did these gave good straight powerful stopping.

The enclosure for the side mounted engine is both aesthetic and neat.

Next was the giant 13.8 Lion's Top Star - and again the finish was outstanding. It provided the same excellent ride, the same efficient use of power, the same low noise and the same precise steering as the 12m model. After drivingfor a few minutes you become totally relaxed despite the length. The vehicle tracks perfectly and yes you have got to remember its extra length but this is not a problem. I was very tempted to turn left onto the Autobahn and head off into the wide blue yonder, it was such a pleasure to drive. I got a bit fed up with the voice telling me at every junction that I could turn left or right for here, there and everywhere until I found the volume switch. Lion's Star and Lion's Top Star come with satellite navigation systems as standard as well as a reversing camera, which is built into the rear window cap. MAN claim this helps keep the rear window clean.

The new dash layout which is lifted from the award winning TGA truck range.

MAN's new big cats really are delightfully docile. I believe that this concept, 13.8 metre with three axles, and its eight extra seat potential could become the accepted long distance touring coach in Britain once regulations change.

Next I boarded the NL313 city bus, a 15m monster on three axles with the rear one steering. I've driven one of these before when MAN brought it to Britain last year and I had found no problems taking it around Swindon city centre. I was rather surprised at the noise level which seemed higher both inside and outside than the vehicle I drove last year. This did not have a common rail engine, which apparently reduces noise levels by something in the order of 3dBa. It had the 310bhp D2866 LUH24 engine and Voith transmission. It really is sad that British operators are being denied the obvious operational cost benefits that the new longer vehicle regulations could bring.

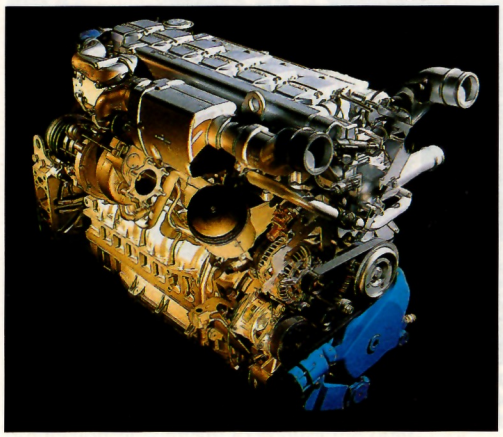
I followed that up with the 12 metre city bus the NL283. This had the D0836LUH40 CR (common rail) engine rated at 280 bhp and ZF 5HP502C automatic transmission. It handled excellently but the rather square body did generate quite a bit of wind noise when driven at speed. Engine noise levels were notably better than the NL313 both inside and outside the vehicle.

Finally I drove the new Lion's Single 12 metre bus. It also had the new optional instrument console, which has been lifted from the award winning TGA range of trucks. It is very well laid out with all instruments clearly visible and all switches to hand.

A giant 15m long MAN NL313 city bus. It had the 310bhp D2866 LUH 24 engine.

I was particularly impressed with the encasing of the engine on the inside, which is far neater and aesthetic than the wardrobe fitted by Volvo to the B7L. I also liked the curved banquette type rear seat but I'm not sure UK vehicle examiners would be so keen. Noise levels inside the bus were exceptionally good, even when standing right next to the engine enclosure.

The use of super single rear wheels and tyres certainly allows a wide gangway to be fitted at the rear, which will help speed loading and unloading. The vehicle performed well. Again plenty of power, smooth gear changing, effective retarder, precise steering, comfortable suspension and good braking.



The new common rail D2876 four valve per cylinder, common rail engine. The item highlighted in blue is new PriTarder. The engine is a truck application version at 530bhp.

Conclusion

I talked to Siegfried Seidel, Manager of Sales in Western Europe, about MAN's avowed statement that it intended to increase dramatically its sales volume in the UK. He said that he thought that it was unlikely that the Lion's Star and Lion's Top Star would be offered in the UK, which I think is a great pity. He said he thought there were possibilities for the new Turkish produced Lion's Coach but I suggested to him the lack of an automatic option could be a problem now that the UK is moving more and more to automatics for coaches.

I have to say I am still rather mystified by MAN's attitude towards selling its coaches in the UK. They seem to be hooked on the idea that all British operators prefer vehicles built by two different manufacturers i.e. one making the chassis and another making the body. That theory, I would submit, has been well and truly disproved by Neoplan UK. Perhaps despite Hakan Samuelsson's assurance that the two product lines are to stand alone, the decision not to offer the Lion's Star has more to do with not wanting to compromise Neoplan sales in the UK. It is a disappointment because the Lion's Star and the Lion's Top Star could find a niche market in the UK.

On buses again the MAN approach seems to be to go for separate chassis and body construction and I think they will make headway in the sector, however I also think they should seriously consider bringing the new Lion's Single into the UK. There are signs that some in the industry are beginning to look at the advantages of buying a single sourced product - Nottingham City Transport with the Scania OmniCity for example - and it may well be that this new vehicle will be picked up by one of the large groups and prove to be the catalyst that MAN are looking for.

If you are going to Hanover then make a point of looking at the new MAN products, they are worthy of close examination.

By Rob Orchard

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1989 DAF SB3000, man VANHOOL ALIZEE SH, 53 reclining seats **£32,950**
1989 LEYLAND TIGER Cummings, man PLAXTON 3200, 53 reclining seats **£27,500**
1989 DENNIS JAVELIN, man DUPLE 320, 52 reclining seats, rear saloon toilet **£16,950**
1988 DAF SB2305 DHTD, man DUPLE 320, 57 reclining seats **£14,950**
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A host of new developments from ZF

The popularity of ZF transmissions with UK bus and coach operators cannot be questioned. In buses its Ecomat automatics are renowned while in coaches, whether the choice is manual or automatic, ZF is the industry standard. ZF is of course much more than a gearbox manufacturer, its axles, steering systems and suspension systems are used right across the spectrum. Since its merger with Sachs it has also become a major manufacturer of clutches, shock absorbers and dampers.

This Mercedes Citaro city bus is fitted with the new Ecomat2 Plus transmission and also the new ZF independent front suspension for buses. The transmission was impressive and so was the IFS.

Last week I went to Kulmbach deep in Bavaria, close to what used to be the East German border, to find out what ZF has up its sleeve. Quite why we had to go to this intensely rural and difficult to access corner of Germany never became clear. Perhaps it had something to do with it being the traditional home of brewing in Germany!

At the press conference ZF announced a number of interestingly developments in the pipe-line for the bus and coach industry.

Ecomat2 Plus

The Ecomat automatic transmission is widely specified by manufactures serving the market and also operators. The six speed is popular on coaches whilst the four and five speed versions have a stake in the bus market. Now ZF is to introduce a new version of the Ecomat called the Ecomat2 Plus. This is a six speed version of the box specially developed for bus operation. The unit has been redesigned to allow increased sump temperatures - up to 105 degrees Celsius with minimum oil viscosity drop despite the increased temperatures. This will also allow oil change intervals to go out to 150,000 kilometres or three years and no build up of oil sludge.

The new ZF six speed Ecomat2 Plus gearbox for city bus operation, which is claimed to give improved performance and fuel economy.

By the use of a stronger, enhanced, EST146/147 electronic control unit, the gearbox operates on short shifting cycles across the six speeds giving a major reduction in fuel usage. On trial vehicles, operating in Hong Kong, improvements of up to eight per cent have been regularly achieved. The new transmission is particularly suitable for use in double deckers where ZF are fighting Voith for market share.

Two vehicles were available with AS Tronic for driving trials. Both rarities to British eyes. Right: Setra Top Class 400 S415HD with 422bhp Mercedes engine and 12 speed ZF box and left an0 Irisbus Iliade with Renault K1DCI 11 engine rated at 431 bhp and matched to a 10 speed ZF transmission.

The Ecomat2 Plus is due to go into full production in the second half of 2003.

Out on the road in a 12 metre Mercedes Citaro city bus the transmission worked very well giving good acceleration and smooth changing. If the fuel figures are right, and I have no reason to doubt them, then this should be attractive to operators.

AS Tronic

The AS Tronic gearbox system has made outstanding progress. Originally developed for trucks the system, which provides automatic gearbox actuation but also the facility for clutchless manual operation, is becoming increasingly popular on coaches. In the UK the system is already available on the Neoplan, Setra and Plaxton R series ranges. On the Continent it is even more popular.

My experience of early AS Tronic installations was not particularly good but I have had the opportunity to drive a lot of different vehicles with the system lately and I am now a total convert. Latest versions working with Euro3 engines and full electronic control give superbly seamless changes without loss of momentum.

Now AS Tronic is set for big expansion. Over the coming eighteen months the range will be extended both downwards and upwards. Down to engines producing 1000 Nm of torque and up to engines producing up to 3100 Nm. At the moment bus and coach operation covers the torque range 2000 to 2300 Nm using both the 10 speed and 12 speed overdrive boxes. The 10 speed box will be expanded to cover down to 1000 Nm of torque whilst the 12 speed will also benefit from this lower end improvement but also from extension upwards to 2700 Nm.

With the changes comes a new designation. The transmissions will now be known as the 10ASBO and 12ASBO i.e. 10/12 = number of gears; AS= AS Tronic; B = bus; O = overdrive.

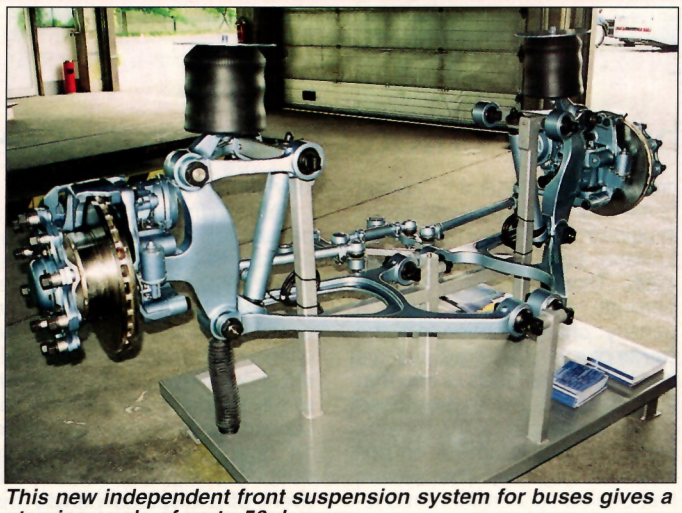
AS Tronic is coming to smaller transmissions as well with the introduction of the 6AS700BO. A six speed overdrive transmission with AS Tronic control, this is able to deal with torque in the 400 to 800 Nm range. This will go into volume production in the second half of 2004.

New small gearbox

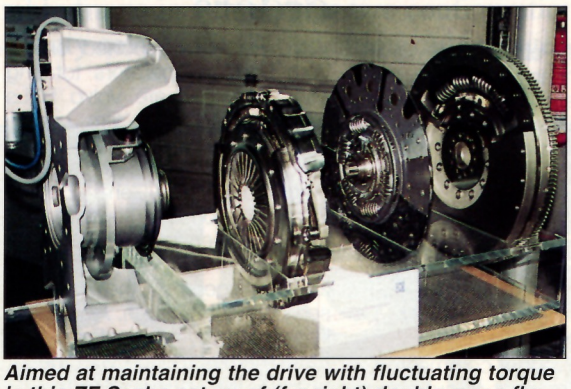
ZF is out to make a major in-road into the gearbox market for smaller vans and minibuses with the introduction of the new 6AS350VO six speed gearbox with AS

Tronic control for torque up to 350 Nm. The gearbox uses a mechatronic module with integrated electronics and transmission hardware called an ASG (Automated Switch Gearbox), which bolts onto the gearbox without increasing its length. This is important because at this stage the volume is manual boxes so the automation needed to be achieved without compromising the basic production of the gearbox or causing packaging problems for manufacturers. The increasing benefits from the merger with Sachs are demonstrated by this gearbox, which has a clutch and clutch actuation systems by ZF Sachs. Volume production is due in about a years' time. It is likely to be seen first on the Iveco Daily because ZF and Iveco have been working very closely but it is not an exclusive arrangement and ZF are free to sell the transmission to any vehicle manufacturer. I understand that because of this development Iveco have dropped plans to develop their own automatic transmission.

ZF had a prototype available to drive mounted in an Iveco Daily pick-up. So prototype was this that the activation of the automatic transmission control was operating from a lap top computer sat on the passenger seat. Although obviously at an early stage the vehicle demonstrated that the end result is likely to be very good.



This new independent front suspension system for buses gives a steering angle of up to 56 degrees.



Aimed at maintaining the drive with fluctuating torque is this ZF Sachs set up of (far right) double mass flywheel, (centre) XTend automatically adjusting clutch and (left), ConAct clutch actuation unit.

ZF-Missionsoft

ZF believe that they lead the way in the production of software to control the operation of electronic control systems to maximise performance and operation of modern vehicles. They have set up a new division called ZF-Missionsoft, which claims to have the ability to develop a software package to suit any type of application. It develops basic systems for any particular installation and then has the ability to go back and tweak the system to fine tune it to meet the individual operator's requirement.

Independent suspension for buses

Moving away from transmissions ZF also announced plans to follow up the introduction of its independent front suspension system for coaches with one for city buses. The new RL75EC suspension is, claim ZF, particularly suitable for double deckers because its inherent high roll stiffness avoids the need to fit a front roll bar. Suitable for loads up to 8.5 tonnes, the system gives a 900mm gangway width at the front. If the ride performance is anywhere near as good as the coach system this could well prove popular. Its other great benefit is the ability to give steering angles of up to 56 degrees, increasing significantly the manoeuvrability of the vehicle. The suspension is fitted with disc brakes.

Portal axle development

I have covered this new AV132/AVN132 axle in an article on the new MAN Lion's Single bus, which is fitted with it (see pages 12-15 of this issue). The axle has been specially designed for use with super single tyres to give a wide rear gangway between the wheelarches - 800mm on the Lion's Single. The axle is able to accommodate tyres from 385/55 for up to 10.3 tonnes to 455/45 for maximum weight operation. Among the features of the axle are compact bearings, which save 15 kg of weight and are also said to require zero maintenance.

ZF Sachs

The merger last year of ZF and Sachs is producing a lot of integration but the Sachs section still develops certain parts of the product ranges. Of particular interest was a clutch development to cope with Euro4 engines. Apparently Euro4 engines have a problem in developing an inconsistent torque delivery. To overcome this Sachs have developed a clutch actuation system consisting of a double mass flywheel attached to their XTend pressure plate which automatically adjusts for clutch wear and ConAct an electro pneumatic clutch actuation system. This set up overcomes the torque fluctuation problem.

Damping

Primarily developed for truck operation but equally applicable to buses and coaches are two advanced damping systems - CDC and PDC. CDC (continuous damping control) is for operation with conventional steel springing using an electronic control system in the damper to control the oscillation. The equipment is said to reduce road hammer or wheel hop by up to 30%. Road hammer by vehicles is a major cause of road surface deformation - its costs Germany 800 million Euros per year to repair the damage.

The LDM is a combined air spring and shock absorber system. This one has an electronically controlled CDC continuous damping system, which reduces wheel hop. The same system using the PDC pneumatically controlled system could find its way onto PSVs.

PDC (pneumatic controlled damping) is more applicable to buses and coaches because the vast majority of vehicles are air suspended. The system operates in the same way as CDC but because of the use of air in the system this can activate the device rather than it being done electronically.

Sachs also showed another new suspension component the LDM that could have benefits for PSV's. This is a combined air spring and damper. The shock absorber is mounted inside the air spring. The obvious advantage is that it avoids having to mount the damper outside of the air bellows, which can sometimes compromise the designer's desire to have the air springs at the widest possible point to give the best stability control.

All the new developments from ZF will be on show at the IAA exhibition in Hanover in September.

By Rob Orchard

The shape of things to come. This Iveco Daily truck has the prototype six speed ZF transmission with AS Tronic control.

DfT consults on bus lane enforcement proposals

The Department for Transport has issued a public consultation document on the proposed Bus Lane Contraventions (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2002. The consultation also covers The Bus Lane Contraventions (Approved Local Authorities) (England) Order 2002 and the Bus Lanes (Approved Devices) (England) Order 2002.

Made possible under Sections 144 of the Transport Act 2000, the new regulations are intended to extend to the rest of the country the powers already in place in London as part of The London Local Authorities Act 1996. These enable a London borough Council to serve a penalty charge notice on the owner of a vehicle illegally using a bus lane on the basis of information provided by a prescribed device such as a CCTV camera, static roadside camera or bus mounted camera. The system has proved successful at reducing the number of bus lane infringements in London.

Among the provisions is that a penalty for bus lane contravention has to be paid by the registered keeper of the vehicle. Penalty charges have to be served within 14 days of the offence occurring and the recipient should have 28 days in which to pay the penalty or make representations. Penalties paid within 14 days would be reduced by 50%. It is expected that in the event of a disputed penalty the National Parking Adjudication Service will take on the bus lane adjudication function.

Income raised through penalty charges will be retained by the Local Authority with the aim of making the system self-financing, with any surplus income restricted to use for transport purposes.

The document can be read and downloaded from the www.local-transport.dft.gov.uk/consult/buslanes website. The deadline by which the DfT should receive responses is Friday 6 September.

K&D sponsor police camera car

One company that will particularly welcome the proposed new regulations is Keighley & District, part of Blazefield Holdings Group, which has agreed to sponsor West Yorkshire Police for the next 12 months. It will fund the provision of video equipment in a new police traffic car, enabling police to catch offenders red handed.

K&D MD, Stuart Wilde commented, 'K&D has invested heavily in digital CCTV equipment for its buses to improve safety for staff and customers, and we have a consistent policy of assisting the police in tackling anti-social behaviour, so we are delighted to be the first sponsors of this new crime-busting equipment for Keighley Police. We know that the most positive way to crack down on crime is by co-operation across the community; the police cannot do it all alone and as a public transport operator we are proud to be leading the way.'

Wright Group restructures to strengthen customer relationships

With over 4,000 buses now in service across the UK, the Wright Group has reorganised its sales and service personnel in a move designed to enhance its relationships with customers. A new national accounts team has been created under the leadership of Sam McLaren. Sam's new role is that of Commercial Director of Wrightbus, having previously been General Manager of Customcare, the company's aftersales operation. He will now be responsible for all Wrightbus sales and aftersales operations in mainland Britain.

From LtoR, Gordon Aylmore, Sam McLaren, Mark Nodder, Geoff Potter, Charles Moseby and Paul Beyer.

What is described as his customer-facing team of three national accounts managers will be Charles Moseby, Paul Beyer and Gordon Aylmore, each of them responsible for both sales and aftersales support for their customers.

Other changes in the group see Geoff Potter move within the company to become Customcare Director, responsible for aftersales and service support throughout the UK and the Republic of Ireland, as well as vehicle sales in Northern Ireland and the Irish Republic. Both he and Sam McLaren will report to Wright Group's Vice President Business Development, Mark Nodder.

Mark Nodder commented, 'This realignment of our sales and service personnel emphasises the Wrightbus' commitment to serving the total needs of our customers throughout the life-cycle of our vehicles.'

London B7L orders

Volvo Bus has reported orders from London operators totalling 154 buses. All are Volvo B7Ls with the D7C 7.3 litre engine rated at 215bhp (158kW). Among the orders is a repeat deal for Wrightbus Eclipse Gemini bodied B7Ls for London General. This follows an earlier order for 27. Equipped with Voith D863.3 automatic gearbox, they will enter service in the autumn. Also specifying the Wrightbus Eclipse is East Thames though with the ZF 5HP502 five speed gearbox.

Three other orders call for bodywork from the TransBus stable. Plaxton President bodies will be supplied on 31 B7Ls with Voith gearboxes for Metroline, and on 29 for First London. The latter are to enter service in August with ZF gearboxes. The alternative Alexander ALX400 body is favoured by London United for its B7Ls, which are ZF examples scheduled for autumn delivery.

A B7L Wrightbus Eclipse running for London United, which has opted for Alexander ALX400 bodies on its latest Volvo B7Ls.

National Travel Survey

The National Travel Survey (NTS) for 1999/2001 has been published, revealing all manner of transport facts.

Figures released show that the number of local bus trips made outside London dropped by 30% between 1989/1991 and 1999/2001, whilst the number of London bus trips rose by 25%. The number of households that did not have access to a car fell from 33% to 28% during the period. The average number of trips (of all kinds) made per head was down 7% to 1,019 per person.

Walking fell by 20% during the 1990s to 189 miles per person per year and now accounts for less than 3% of the total distance travelled compared with 4% in 1989/1991. Over the past ten years the proportion of primary-aged children walking to school has dropped from 62% to 54%, with an increase from 27% to 39% in the numbers being driven to school. For secondary school pupils there was a similar, though smaller, shift from walking to car use, and a small increase in bus use.

Reference to the national.travelsurvey@dft.gsi.gov.uk website will provide more information.

New bridge at Junction 12 on the M5 opens

A new single span bridge over the M5 at Junction 12 near Gloucester has opened. Previously the motorway was spanned at this point by two separate bridges but both of these were incapable of strengthening hence the construction of the new bridge. The old bridges are to be demolished

New slip roads on and off the motorway are being constructed and when complete will provide for the first time since the motorway was opened, access at Junction 12 northbound and for exiting southbound. Previously traffic could only join heading south and exit heading north.

The £8 million project has been built by Norwest Holt Construction Ltd.

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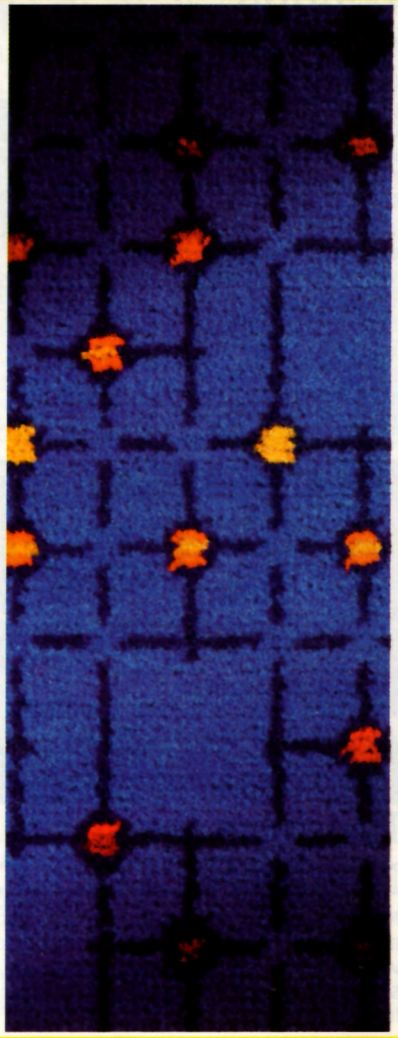

Tunnel operation for new low floor Sprinters

Three of these new low floor accessible Mercedes Benz Sprinters have been purchased by First Group to operate a special service through London's Rotherhithe Tunnels.

Because of the tight clearances and 7ft 6in maximum width in the tunnel, conventional buses are not suitable for this the only bus service through the tunnel.

The Sprinters, 413CDi model, are fitted with the 109bhp Euro3 2.2 litre Mercedes turbocharged diesel driving automatic transmission.

The Sprinters seat 16 passengers have space for one wheelchair and are fitted with plug doors. EvoBus UK supplied the buses.

Volvo Wrights Eclipse Geminis for London General

London General, part of the Go-Ahead Group, is putting a new fleet of 27 of these fully accessible Volvo B7L double deckers with two door London specification Wrightbus Eclipse Gemini bodywork, into service in the capital.

Panthers for Nottingham City Coaches

Nottingham City Coaches, part of Nottingham City Transport, has added four of these Plaxton Panther bodied B12M coaches to its 23 vehicle fleet. The 49 seat coaches are fully air conditioned and the specification includes toilet, drinks facilities and video and audio systems.

Optare Excel buses for airside work at Belfast

Two of these Optare Excel low floor accessible single deckers have begun operating airside at Belfast International Airport. The 11.8 metre buses have automatic transmission and are powered by the Mercedes OM906 engine developing 230 bhp. Only 20 seats are provided because most people stand on the journey from terminal to aircraft.

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1xLeyland Tiger Plaxton Paramount 3200, 1984, 49 seater, no MOT **£3,500**

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SOLD

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Fully seat belted, CD player, very tidy inside and out.
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86 Leyland Tiger 345 Duple, rear toilet, 53 seats, reg NIL 4693. Sales price £5,000 + VAT

88 Dennis Javelin Plaxton Paramount 3200, 49 seats, rear toilet, TV, video, MoT 8/02, 65,000kms, reg 804 LPO. Sales price £15,000 + VAT

98 Iveco Beulas, 49 seats, toilet, TV, video, drinks m/c, fridge, ZF AVS gearbox, air con, being repainted in white, reg R201 VJF. Sales price £90,000 + VAT. Weekly rental from £540.00

94 DAF Bova Futura, 44 seat coach, rear toilet, drinks m/c, air conditioned, painted in dark blue, blue interior, manual gearbox 6 speed, 160,000 kms, reg L44 FTG. Sales price £50,000 + VAT. Weekly rental from £300.00

89 Volvo B10M Plaxton Paramount 3500, 49 seat coach, centre sunken toilet, painted dark blue, grey interior, 345,000 kms, reg C6 CEL. Sales price £20,000 + VAT. Weekly rental from £200.00

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674/714956/FC

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49 seats plus toilet

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1995 MAN EOS, 49 seater full exec, MoT till Dec '02

1994 SCANIA IRIZAR CENTURY K113, 32 seats + courier, 8 tables, toilet, fully equipped rear servery, 3 x TV's, video, belted, MoT.

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11 metre 53 seater, retimmed 2 years ago, seat belted, Cummins engine, 15 mile per gallon, 6 speed ZF box, vgc inside and out.
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Courier
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inc air-con

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86 Bova Futura, 53 seats, MOT'd June 03 ..... **£13,000 ONO**
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1997 MERCEDES 814, 33 seater, Beaver, power door, coach seats, no boot....**£24,000**

1991 MERCEDES 709, 24 seater, coach spec with boot.....**£9,000**

1985 LEYLAND TIGER DUPLE 320, 57 seater, manual g/box **£6,500**

1983 VOLVO CAETANO, 53 seater, .**£5,000**

1989 DENNIS JAVELIN PLAXTON 3200, 68 seater.....**£25,000**

1985 SCANIA K1112, 53 seater, with rear saloon toilet.....**£12,000**

Contact: Gerry Purchase

01676 541110
07876 443700

674/715143/FC

DUE TO FLEET UPGRADE, ROBERTS TOURS HAS THE FOLLOWING FOR SALE

1 x 1983/4 VOLVO B10M JONCKHEERE P599, 55 seats, new moquette, engine 3 years old. No back windows, radio cassette/PA, private plate, courier seat, 7 months MoT. Base colour white, tinted windows, seat belts. Great condition. Must be seen.....**£16,950**

1 x 1983/4 VOLVO B110M JONCKHEERE P599, 55 seats, new moquette. Engine 3 years old. No back windows, TV, video, private plate, 8 months MoT. Base colour white, curtains and tinted windows, seat belts, Great condition. Must be seen.....**£16,950**

1 x 17 SEAT LDV CONVOY 1999. T Reg, 85,750 miles. Immaculate. White, 12 months MoT **£7,500**

1 x 1990 VOLVO B10M JONCKHEERE DEAUVILLE, 51 seats + courier, TV, video, drinks machine. Courier seat, carpets, 6 months MoT, very good condition **£42,500**

ALL THE ABOVE VEHICLES ARE + VAT

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1990 MERCEDES 709 REEVES BURGEES. 28 Coach seats, power door, auto.....**£6,900 ono**

1983 MAN ACRON. 51 seater centre sunken toilet, TV video & drinks..... .....**£11,000 ono**

1984 LEYLAND TIGER. Duple lazer, 53 seater, semi auto .....**£5,000 ono**

All T&T Good condition and in daily use, with seat belts fitted.

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07788 720 335

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57 reclining seats + Courier. All Cream. MoT 29-12-02

£28,500 + VAT

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has the following coaches for sale due to fleet restructure

1993 MAN Berkhof Excellence 2000HL, 49 seat full exec resprayed & retrimmed. Mint condition	Tested 28/01/03	£59,950
1986 VOLVO B10M Plaxton RS4000 double decker, 67 seat plus double courier. Full Exec. Resprayed base white, retrimmed	Tested 30/04/03	£34,950
1988 VOLVO B10M Van Hool, 49 seat full exec resprayed base white, retrimmed in graffiti	Tested 14/05/03	£29,950
1988 DAF SB3000 LAG Panoramic, 49 seat exec	Tested 15/05/03	£17,950
1986 VOLVO B10M Plaxton 3500, 53 seats, tinted double glazed, aircraft lockers	Tested 15/05/03	£17,950
1988 DAF SB3000 LAG Panoramic, 49 seat exec	Tested 02/12/02	£16,950
1985 DAF SB3000 BOVA Futura, 49 seat exec Base white, retrimmed brown graffiti	Just out of test (with new test	£12,950 £14,450)
1984 VOLVO B10M Plaxton 3500, 53 seats	Tested 07/07/03	£12,950
1980 VOLVO B58 Plaxton Supreme, 57 seats, tinted windows	Out of test	£2,950
1980 VOLVO B58 Plaxton Supreme, 53 seats	Out of test (with new test	£3,950 £4,450)
1974 VOLVO B58 Plaxton Supreme, 51 seats, Telma	Tested 04/04/03	£1,450
1983 BEDFORD Duple, 53 seats	Out of test	£750
1977 BEDFORD Duple, 53 seats	Out of test	£750
1977 BEDFORD Duple, 53 seats	Just out of test	£750

Open to sensible offers on all the above. All prices plus VAT.

Telephone Andrew or Darran on 01626 36 36 37

674/714701/FC

1989 74 BELTED SBR 3000 354BHP PLAXTON 4000 TRIAXLE, retrimmed in graffiti, waistline panels, air conditioned 7 speed manual gearbox, three monitors & video, refrigerator & water boiler, painted in two pack white, MoT 24.6.03, private plate **£32,800 + VAT**

SOLD

1988 74 BELTED SBR 3000 PLAXTON 4000 TRIAXLE, repanelled + good seats, water boiler, wired for video + monitor, MoT 28/4/03, private plate .....**£27,000 + VAT**

1989 DENNIS JAVELIN DUPLE 320 EXECUTIVE, [illegible] from new, low mileage, 53 [illegible] courier, inertia seat-belts, wired for video & two monitors, rear sunken WC, MoT 21.12.02..**£12,000 + VAT**

SOLD

Part exchange possible for Volvo 57 strs.

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1995 (N) SCANIA K113 CRB IRIZAR CENTURY 49 SEAT EXEC.

Rear sunken w/c. Air con. Boiler, MOT May 2003, white.

£82,500 + VAT

Contact Andy Parker

07768 437 477

674/714488/FC

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1991 (H) VOLVO B10M IKARUS, 51 reclining seats with retractable belts, courier seat, central toilet, continental door, TV, video, drinks, MoT to Feb 2003 .... **CHOICE OF THREE £25,500 ea**

1987 (D) B10M PLAXTON PARAMOUNT 3500, 51 reclining seats with retractable belts, courier seat, central toilet, continental door, TV, Video, drinks, MoT to Aug 2003 .... **£21,500**

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W reg 16 Seater Convoy Minibus, High back, M2M seats, 3 point belts, saloon heater, luggage rack and roof vent, front entry, drop step. Choice of 3 .....**£13,995 + VAT**

V reg 2000 16 Seater Convoy Minibus. Factory built, 3 point belts, suit schools, low mileage.....**£9,250 + VAT** Choice of 3

1998 Convoy Minibus. High spec conversion, choice of 2 .....**£7,995 + VAT**

1997 Convoy Minibus. High spec conversion.....**£7,000 + VAT**

1998 Convoy Factory Bus, turbo, 3 point belts, first to see will buy .....**£7,995 + VAT**

1996 Convoy Minibus Factory built.....**£5,995 + VAT**

2 x 12 Seater P reg LDV Pilot Minibuses suit schools ..**£5,950 + VAT**

P reg Convoy, 17 seater, 3 point seatbelts, factory bus.....**£5,995**

All vehicles PSV tested and taxed

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All owned from new, with Hi back moquette seats, 3 point seat belts, overhead racks, radio cassettes, roof vents:-

1997 (P) Mercedes 412 Sprinter (16 pax) rear luggage space (choice of two) . . . . . 1 REMAINING . . . . . **£12,000 + VAT each**

1998 (S) Mercedes 412 Sprinter (16 pax) Curtains, forced air ventilation, coach rear, walnut dash . . . . . SOLD . . . . . **£19,000 + VAT**

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1998 (R) Mercedes 814 Vario Autobus Nouvelle II (29 + courier) TV/video/PA system, table etc . . . . . **£43,000 + VAT**

2000 (X) LDV Convoy 400 Hi roof, fully skirted, tracked seating, Ford engine, non-turbo . . . . . **£13,000 + VAT**

1995 (N) Ford Transit 190 Hi top LWB (14 pax) . . . . SOLD . . **£5,000 + VAT**

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Coach seated vehicles also available POA

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1988 SB2300 VAN HOOL H, 51 seats, c/s toilet, boiler, continental door..... .....**£24,500**

1984 BEDFORD YMT PLAXTON 3200, 51 seats, s/b, MoT June 2003, very tidy **£3,250**

ALL VEHICLES SUBJECT TO VAT.

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MERC 811D

33 coach seats, auto belts, luggage racks, large boot, side locker, excellent condition inside and out, F reg, MoT 07/03.

£13,500 + VAT

TOYOTA OPTIMO 1988

6 cylinder turbo, 19 seats + courier, MoT 11/02, new engine fitted. Good all round condition.

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1997 33 seats Mercedes Plaxton Beaver Two **£34,750**

1995 33 seats Mercedes Plaxton Beaver One **£26,750**

1989 33 seats, Mercedes Starwriter, coach seats, belts & manual .....**£7,500 Choice of 2**

1995 24 seats Mercedes 711D, KVC conversion **£16,500**

1994 24 seats Mercedes 711D, Euro conversion, TV and video.....**£16,500**

1995 24 seats Mercedes 711D, with courier seat.....**£14,500**

1998 18 seats Mercedes Sprinter, Euro conversion & courier seat.....**£14,500**

1998 18 seats Mercedes Sprinter, Euro conversion & courier seat.....**£15,500**

1999 16 seats Mercedes Sprinter 508, with tail lift, only 40k.....**£13,750**

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1991 (H) VOLVO B10M, PLAXTON 3500,
53 + Courier, 6 speed 2F, tested. **£22,000**

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New shape front, 55 + Courier, tested. **£15,000**

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1984 MCW METROBUS – 71 seats – in good condition – ideal contract vehicle – good tyres all round – sensible money ..... **£3,500 + VAT**
or with 12 month M.O.T ..... **£3,800 + VAT**
1980 MCW METROBUS – 71 seats – 11 month M.O.T. – good condition, but requires gearbox as faulty ..... **£2,500 + VAT**
1990 TRANSIT DORMOBILE – 20 seats – ideal contract vehicle – tested – good all round condition ..... **£2,000 + VAT**
1995 MERCEDES 811 – Mellor body – 31 bus seats – owned from new – manual gear box – good all round condition – tested ..... **£14,000 + VAT**
1981 LEYLAND LEOPARD 680 – Manual gearbox – 53 excellent seats (all with belts) – Duple Dominant 4 – long test ..... **£2,500 + VAT**
1981 LEYLAND LEOPARD 680 – semi auto – 53 seats (all with belts) – in excellent condition – Duple Dominant – long test ..... **£2,500 + VAT**

ALL VEHICLES ARE FOR SALE DUE TO LOSS OF CONTRACTS. ALL HAVE BEEN IN DAILY USE. ANY SENSIBLE NEAR OFFER WILL BE ACCEPTED AS SPACE REQUIRED.

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674/714731/FC

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14 BERTH SLEEPER
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DOUBLE DECKER.
2 Lounges, TV, CD,
Kitchen Area,
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£28,000 + VAT
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W Reg 49 reclining seats,
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1992 VOLVO B10M EXCALIBUR

49 seats, centre toilet, silver exterior, MoT to Feb 2003

£65,000 + VAT

Daniel 01489 775600
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Due to re-organisation, after buying yet another company, we have for sale these excellent contract coaches, all belted, all in good condition:-

1990 Dennis Javelin / Plaxton Paramount, 53 seats, MoT 4/03 ...**£23,000 ono**
1990 Dennis Javelin / Plaxton Paramount, 53 seats, MoT 5/03 ...**£23,000 ono**
1984 Volvo B10M / Duple Caribbean, 51 seats, MoT 4/03 .....**£8,900 ono**
1980 Volvo B58 / Duple Dominant, 53 seats, MoT 10/02 .....**£3,400 ono**
1980 Volvo B58 / Jonckheere Bermuda, 53 seats, MoT 7/03 .....**£3,000 ono**

If you see them, you WILL buy them!!

Call Ron Whittle on 07801 615880

674/715030/FC

1992 VOLVO B10M Premiere 350

48 seats, fitted air con, toilet, drinks facility, currently on Cosmos contract, MoT Feb 2003.

£48,500 + VAT

Daniel 01489 775600
Mobile 07889 363618

674/714964/FC

1987 B10M Jonckheere 599, 51 belted seats, rear sunken toilet, video, T&T.....**£22,500**
1984 B10M Jonckheere 599, 49 belted seats, rear sunken toilet, video, T&T.....**£16,500**
1983 B10M Plaxton 3200, 51 belted seats, T&T **£10,500**
1981 Leyland Leopard, SA Duple, 55 seats belted, MoT & taxed.....**£2,500**

All vehicles subject to VAT.
All vehicles in daily use.
Sale due to retirement
01245 248 776

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1987 Volvo B10M Berkhof 49 + toilet MoT April 2003.....**£12,950**
1988 Volvo B10M Berkhof 49 + toilet MoT April 2003.....**£14,950**
1982 Volvo B10M Duple 53 good seats, MoT.....**£5,950**
Leyland Leopard Rebodied with Paramount **£4,250**
Various Leyland National Greenway Buses
All have excellent or new tyres fitted
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Four Mercedes 410D Devon Conversion, 15 coach type,15 lap & diagonal certified, full trim & double glazed.
One Bus Wheel Chair facility
Two Toyota Optimo 3 GL Caetano, Lap belts, full trim & curtains.
One Leyland Tiger Duple Lazer, 51 coach type, full trim.
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674/714311/FC

DUE TO FLEET UPDATE WE HAVE THE FOLLOWING VEHICLES FOR SALE:

1989/PP Duple 425 Cummins. 53 seats, toilet. S/belts. Mot April 2003 .....**£20,000 ono +VAT**
1991/PP Duple 425 Cummins. 53 seats, toilet, S/belts. Mot Jan 2003 .....**£25,000 ono + VAT**
1984/PP DAF Jonckheere. 51 seats, toilet, S/belts. White. Mot April 2003 .....**£12,500 ono + VAT**
1987/PP Daf Van Hool. 51 seats, toilet, S/belts. Mot Sept. 2002 .....**£22,500 ono + VAT**
1981 Leyland Bus. 80 seats. Mot Feb 2003. Price.....**£1500 ono + VAT**

Telephone: 01159 681175 or 07976233619 for details

674/714407/FC

1990 PLAXTON 4000, VOLVO B10M NT 65 seats, full spec, good all round condition, full test **£48,500**

1984 VOLVO B10M VAN HOOL, 51st, c/sunken toilet, seat belts, aircraft style lockers, 2 x TV + Video, coffee machine, fully panelled painted 1 year ago, trimmed 2 years ago. The best 1984 Van Hool in the country. Drives beautiful and looks outstanding. .....**£22,500 + VAT. No offers Will consider doing deal on 97/98/99/2000 B10M or BOVA on a two for one deal. All vehicles are in excellent condition. Well worth a look at.**

These vehicles are all ready to work
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Fax us on 01775 711 737

1986 SCANIA 112 PLAXTON 4000, retrimmed and seatbelts fitted, 75 seats, MoT Sept 2002.**£21,000 + VAT**
1981 VOLVO B58 JONCKHEERE BERMUDA, 49 exec, MoT April 2003, seat belts fitted.....**£6,000 + VAT**
1982 11.6 DAF PLAXTON SUPREME 4, 57 seats, MoT July 2003, belts fitted .....**£6,000 + VAT**
1981 BRISTOL BL MC D/D, 74 bus seats, MoT October 2002 ....**£2,500 + VAT**
1985 (B) MERCEDES 609, 19 coach seats, MoT March 2003, fully belted .....**£2,000 + VAT**

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07885 798383

674/714981/FC

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THIS WEEK'S SELECTION OF OUR EVER-CHANGING STOCK!!!

VOLVO B6R/MARSHALL BUSES

1993 L Volvo B6R Marshall service buses, 32 seats and 18 standing (can be upseated by reducing luggage pens if required), Volvo 6.3 litre 180 bhp turbodiesel, heavy duty ZF 4HP500 fully automatic gearbox, full air suspension, one-step entrance, very clean original blue/grey moquette, large batch available and due in this week, superbly constructed Marshall bodywork and Volvo componentry at a sensible price

WHY RUN B6R's

*Volvo parts availability and back up – ideal if you already run Volvo coaches!

*Heavy duty gearbox working well within its design limits

*Marshall bodywork of this era has excellent reputation for build quality

*Passenger and driver friendly

Sold prior to preparation at £13,995 with current MoT

Fully prepared, including retrim, respray and new MoT, £17,995 each

THESE ARE NOW SELLING FAST SO BE QUICK IF YOU WANT THEM!!

*****LAST FEW NOW REMAINING*****

1994 'L' Volvo B6R Marshall service buses, 32 coach seats with 18 standing, ZF automatic gearboxes, price will include new MOT, retrim and respray, 2 due in, ... **Phone for further details**

1989 G Leyland Lynx, 49/51 seat integral service buses, choice of two just arrrived, Cummins/ZF driveline, price includes our usual refurbishment package with new MOT, retrimmed seats and respray, delivery early September, can seat belt at cost if required ..... **£12,995 one remaining**

8 TO 33 SEAT BUSES AND COACHES

2000 W Mercedes 814D Vario Plaxton Beaver II, 33 dual purpose seats with or without seatbelts, graffiti moquette, repainted in white, new MoT, part exchange particularly welcome, choice of two at only ..... **£39,995 – due in mid July**

1998 R Mercedes Vario 814D UVG Citystar 29-seat coach, 5 speed manual, refurbished by us in 2001, power door, luggage racks, gangway carpet, radio/cassette, option of 25 coach seats with large full height luggage boot, new MoT, respray in any one solid colour. One only at **£28,995**

A good selection of 1995/6/7 N/P registered Mercedes 709D and 711D buses and coaches due in from July, subject to being unsold. All have 29-seat Plaxton Beaver bodywork. Phone for further details

HUGE CHOICE OF MERCEDES 709D BEAVERS NOW IN PRODUCTION

1991/2/3 H/J/K Mercedes 709D Manual Plaxton Beaver 25-seat coaches with new luxury coach seats in YOUR choice of modern Furtex moquette with two or three point belts, twin luggage racks, power doors, moquette to centre roof, new MoT, radio/cassette with four saloon speakers, **from £10,995 to £13,495 depending on age and final specification.**

BE SURE TO ORDER EARLY TO GUARANTEE YOUR DELIVERY DATE!!!

1994 L Mercedes 709D Leicester Carriage Builders, 25-seat buses, Alison automatic gearboxes, price includes new MoT, retrim and respray, good choice, **£9,495 each fully prepared or buy prior to preparation with huge discount – in stock and available now**

COMPLIANT SEAT BELTED SERVICE BUS – PRICE NOW REDUCED!!!

1994 L Iveco 49.10 Marshall 23/25 seat bus, manual gearbox, power steering, good major mechanical components, sold with new MoT and respray in any one colour, compliant seat-belts and retrimmed bus seats, now just one of these highly economical little buses **£5,995**

1993 L Optare Metrorider, Cummins engine, Alison automatic gearbox, 31/33 seat integral bus. To be sold with new MoT, respray in any single colour, retrimmed seats. Just one, now in stock at just **£9,995**

1991/2 J Optare Metrorider wide-bodied 33-seat coach, Cummins/Alison driveline, refurbished in 2000 with 900mm wide retrimmed seats in attractive grey/blue moquette, twin luggage racks, radio/cassette, price includes respray and new MoT, exceptional value at just **£8,995**

1990 H/PP Mercedes 609D Made to Measure 26-seat coach, recently refurbished interior with upgraded seats and retrim in brown/multicolour graffiti, radio/cassette, dropwell boot, slam door, resprayed white, now in preparation **£7,995**

1990 H Mercedes 811D Scott Coachbuilders 25-seat coach, 5 speed manual gearbox, power door, twin luggage racks, retrimmed seats with seat belts, new MoT, wheel trims, repainted in white, one only and ready now at just **£10,995**

1990 G Mercedes 609D Crystal Van Conversion 24-seat coach, manual gearbox, power door, seat belts, retrimmed, new MoT, fully refurbished interior and exterior, resprayed in white, one only, ready now at just **£6,995**

1990 G Mercedes 811D Wadham Stringer, Alison automatic gearbox, 33-seat bus fitted with compliant seatbelts, wide entrance, price includes new MoT and respray. One only, and in stock now **£6,995**

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1991 H Renault S75 Northern Counties 17 seat wheelchair access coach, Alison 4 speed automatic, 17 seats with seat belt compliant three point belts, rear wheelchair lift, resprayed in white, very clean, very unusual, drives very well, very cheap at just **£1,995**

1991 H Iveco 49.10 Phoenix City Nippy 23 seat bus, MoT to end August 2002, tidy vehicle, repainted this week in white, one only at **£2,395**

1991 H Iveco 49.10 Carlyle 25 seat bus, MoT expires April 2003, exceptionally clean for year, one only at just **£2,395**

1988 F Mercedes 507D 20 seat coach, MoT October, exceptionally clean for year, white exterior with multicolour vinyls, recently retrimmed blue interior, ideal low cost contract vehicle, unrepeatable value at just **£2,395**

1987 D Freight Rover, with 2.5Di Ford Transit engine with 5-speed Transit gearbox, 20 coach seats with compliant seat belts, MOT to July 2003, exceptionally clean **£995**

1983 Y Leyland Tiger semi-automatic Duple Caribbean I, 55 seat coach, MoT July 2003, clean and tidy, exceptional value at just **£3,495**

1983 PP Leyland Royal Tiger Doyen, semi automatic, 50 seat coach with seat belts, rear toilet/washroom and servery, recently resprayed in red, MoT to June 2003, very tidy, available now **£2,995**

1982 X Leyland Tiger 218 semi automatic Duple Dominant IV, 53 seat coach, plain white, original interior with seat belts, MoT August, runs very well, average appearance but ideal spare vehicle for the summer at just **£1,995**

674/710801

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WHEELCHAIR ACCESSIBLE LEYLAND DAF 400, H reg, Dormobile body, 16 seats or 8 + 4 chairs, Ratcliff tail lift, PCV tested **£3250 ono. Tel: 01275 870671 or 07966 244385.** 674/714976/AV

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31 SEAT BEDFORD PLAXTON SUPREME, fully belted new MoT with sale. **£5,000 + VAT. Contact Kevin Brooking 01264 781283.** 674/714898/BED

1987 BEDFORD YNV DUPLE, 57 seats, belts, new clutch and brakes, 6 new tyres, excellent throughout, MoT April '03, tax December. **For sale due to new vehicle arriving. £9,750 + VAT ono. 01722 414743 or 07767 492151** 674/714697/BED

BOVA

2000 BOVA FUTURA FHD
£145,000 ono
49 seats, centre sunken toilet, fridge, drinks machine, video, monitor CD player, roller hatch to locker/bunk area, air conditioning, ZF retarder, Webasto, exterior white, new MoT, full service history.

1999 BOVA FUTURA FHD
£125,000 ono
49 seats, centre sunken toilet, fridge, drinks machine, video, monitor, CD player, roller hatch to bunk/locker area, air conditioning, ZF retarder, exterior white, new MoT, full service history. 674/714978/BV

DAF

DAF MB200 DUPLE DOMINANT
57 seats, part re-trim in 2002, retractable seat belts, registered 07/82, MoT March 03.
Clean, straight coach for year.
£4,500 + VAT
Tel: 0141 956 1234 674/715070/DAF

'97 DAF SB3000 IKARUS, ZF 8 speed, 55 R+C seats, radio/PA/cassette, a very well looked after vehicle. **Garry 01909 534407.** 674/707370/DAF

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DENNIS

1997 (P) DENNIS JAVELIN - GX300 BERKHOF AXIAL
51 Vogel recliners + courier seat, Sutrak air conditioning, rear sunken toilet, continental door, hot water boiler + sink, double glazed, video & monitor, window blinds, long MoT
£65,000 + VAT
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DENNIS DART 10.7M SLF, and 8.8m mpd. Large selection available - new and used buses for rental, lease or sale. **Dawsonrentals Bus & Coach Ltd - 01908 218111.** 674/714600/DE

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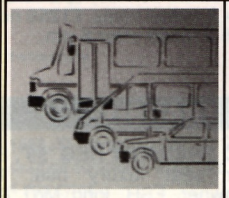

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1994 (L) FORD TRANSIT, 14 seats

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CONTACT JOHN LEITCH on 0131-333 2001 or EVENINGS 01357 521888

674/705735/MB

SCANIA

'97 SCANIA K113 IRIZAR CENTURY 12.35, 7 speed comfort shift, 49 exec with air con in stock white. **Garry 01909 534407.** 674/704675/SC

'93 SCANIA K113 PLAXTON PARAMOUNT 3500, 5 speed splitter, 49 exec, MoT'd and just painted, ready to work. **Garry 01909 534407** 674/707497/LDV

SETRA

1993 KASSBOHRER SETRA S215HD, 49 seater exec, all usual extras, MoT Nov. 02 **£45,000 + VAT**

1986 KASSBOHRER SETRA, 72 seater exec, good all round condition, new engine, recent gearbox, MoT Feb 03 **£30,000 + VAT. 01665 720 907** 674/714761/SE

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MINIBUS

S.B. LINES
TAIL LIFT MINIBUSES

V Reg Mercedes Sprinter 310. Turbo diesel LWB, Hi roof, fitted 8 passenger seats with head rest and seat belts plus under floor tail lift. 4 wheel chair spaces **£13,995**

S.98 Ford Transit 190 diesel Hi Cube. Fitted 8 passenger seats, plus 3 wheel chair spaces. Ratcliff internal tail lift, 80,000 miles **£9,500**

S.98 Iveco Daily 35-10 Diesel. Fitted eight passenger seats with head rests and seat belts, 3 wheel chair spaces. Ratcliff under floor tail lift. Under 60,000 miles. **£9,250**

T Reg Mercedes Sprinter 310. Turbo diesel LWB, Hi roof, fitted 8 passenger seats with head rest and seat belts plus under floor tail lift. 4 wheel chair spaces **£13,650**

T Reg Mercedes Sprinter 208, diesel **SWB**, fitted with 8 passenger seats with headrests + belts, Ricon fully automatic tail lift, 2 wheelchair spaces, 64,000 miles **£POA**

1998 R Fiat Ulysse 2.0 EL. Petrol, 7 seater, MDV, E/windows, E/seats, E/sunroof, air conditioning, alloy wheels, 2 SLDS, 55,000 miles **£5,995**

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late models required, 1995 onwards.
Good prices paid
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TOYOTA

OPTIMO MK1, good engine etc, just out of tax, ticket, service, spares or repair, 19 + 2 belted seats. **£1250 no VAT. 01726 816696 after 6 pm.**
674/714974/TO

TRANSIT

TOURNEO TRANSIT T REG '99', 8 passenger seat luxury bus, 1 previous owner, FSH, long MoT & tax, in burgundy and good condition, 55,000 miles **£7,995 + VAT (Bristol) 0117 904 7144** BCB/674/715032/TR

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Rear Locker.

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VEHICLES FOR £9,000 AND UNDER

1988 (F) Mercedes 709, 29 Bus seats, seatbelt compliant, white, MoT Jan '03, 4 new tyres £3,750
1993 (K) Iveco 49.10 Marshall, 25 seat bus, compliant belts, MoT Dec '02, just been resprayed.....£4,200
1991 (H) Optimo II GL 21 seats, table, curtains, MoT April '03 compliant belts, white £8,200

All + VAT
01666 577774 / 07741 019125
(J17 of M4)
674/714658/HWD

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2 x 1985 Mercedes 307D, 12 seaters with belts throughout, good condition, short tests .....£600 + VAT ono each
1987 Mercedes 307D, 12 seater with belts throughout, excellent condition, long test.....£850 + VAT ono
1992 LDV 400 Diesel, 16 seater with belts throughout, excellent condition, long test .....£2,500 + VAT ono

07816 055670
07984 212824
(MERSEYSIDE)
674/714727/HWD

1986 (PP) BEDFOD YNV PARAMOUNT III

With 53 reclining belted seats, air suspension, 6 speed gearbox, MOT May 2003, taxed November, very clean, stretch panels and lockers all A1 condition, radio/PA, ready to earn.
£6,000 + VAT (would up seat to 57)
01925 210220 674/708519/HWD

1997 (P) LDV CONVOY 400 TD SWB MINIBUS

in white (unlettered), front entry with lowered step, COIF, 9 passengers or 6 + 2 wheelchairs, coach seats with 3 point belts, rear seats on Unwin tracking, PLS cassette tail lift, new PSV annual test July 2003.
Has been owned from new
£3,350 + VAT ovno
01759 302146
07711 172859
(East Yorks).
674/714886/HWD

1989 FREIGHT ROVER 300 SERIES

High top, 9 months MOT, 5 months tax, 16 high back seats with 3 point belts, good condition.
£800
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(Herts) 674/714652/HWD

LEYLAND DOYENS FOR SALE

1986/87, 49/53 seats, long tests, good condtion .... **£5,000 EACH**
1986 MAN Van Hool, 48 seat exec, engine under warranty **£9,000**
HAPPY AL'S COACHES
0151 653 0222
674/714614/HWD

1986 LEYLAND TIGER PLAXTON PARAMOUNT 3500, 49 reclining seats + toilet, resprayed all white, seats being retrimmed, new MoT £8,950
1985 DAF SB2300 PLAXTON PARAMOUNT 3200, 53 reclining seats, nice interior, radio, P/A, good body work, 12 months MoT....£7,500
1983 VOLVO B10M DUPLE DOMINANT IV, 57 seater, tested Sept '02 .....£3,950
1980 VOLVO B58 PLAXTON, airover leaf, 57 seater, recent re-trim, Paramount type rear, MoT March '03 .....£3,950
1983 BOVA EUROPA, 52 recliners + courier, re-trim, TV, curtains, MoT October £2,500

01942 820111
or 07740 417969
674/714966/HWD

1990 RENAULT MASTER T35D

PSV, 12 seater or 4 seated with 3 wheelchairs, clean and tidy motor, full PSV test, taxed
£2,500 ono + VAT
01254 771893
07860 389 764
674/714975/HWD

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1 x BEDFORD PLAXTON
53 seat, seat belted, MoT March 2003,
£1,250 + VAT

1 x FORD PLAXTON
53 seat belted, MoT March 2003
£1,250 + VAT

BLUEBIRD COACHES
01639 643849
674/714663/HWD

1987 E Reg Freight Rover 350 Diesel Minibus,

16 seats all regulation belts, PSV tested and taxed until August, tidy vehicle.
£1500 ono
0208 777 7177
674/714678/HWD

1991 J LDV 400

16 High back seats, diesel, front entry, full years test
£1600 + VAT
01786 811100
(Stirling) 674/714968/HWD

1981 FORD DOMINANT

45 seater, power door, good runner, exterior white, needs some work hence
£600 + VAT ONO.
07801 594674
01873 890353
674/715015/HWD

1986 BEDFORD, 29 SEATER PLAXTON PARAMOUNT TURBO

Power steering, radio/cassette, P/A, power door, discs, MOT – Nov 2003.
We have full history, it has been meticulously maintained.
Ready to work now
£4,000
BMS
01793 823747
674/714410/HWD

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FULLY SEATBELT COMPLIANT LEYLAND NATIONAL 2

52 Seats, 45 Belted, Good Leyland 680 Engine, Original Southdown Spec., Clean & Tidy, Fully Tested Until Feb 2003
Very Reliable & Economical – Will Earn You Money!

£3250.00 + VAT ONO
01329 826212
07870 358331 674/714748/HWD

2x 609 MERCEDES K Reg (93)

20 seats, back doors with luggage area, no MoT
£4,500 + VAT each
Tel: 01506 857085
07971 464826
674/714967/HWD

TOYOTA OPTIMO MK I

21 seater, retractor seatbelts, good all round condition **but requires** welding fabrication to sub structure/chassis
Tax, Test to August 02
£OFFERS
01279 876316
(Essex) 674/715059/HWD

Ford Plaxton Paramount

1983, 33 seats, private plate, MoT May 2003, taxed December, recent retrim, power door, radio/cassette, seatbelts, available 20th July
£4,250 + VAT
Gloucestershire
01453 825 243
674/714810/HWD

1997 (R) LDV CONWAY 400.

High top, 16 seater, crest conversion, 3 point belts. Diesel, FSH, operated and owned by Streamline. From new
£7,250
Contact Andy Parker
07768 437 477
674/714491/HWD

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85 VOLVO B10M, MoT Jan 03 .....£7,500
86 BEDFORD, 57 seat, MoT Jan 03.....£6,500
87 BEDFORD, 53 seat, MoT Jan 03.....£6,500
All ono + VAT
More details
Tel: 01726 64961
674/714965/HWD

1985 BEDFORD YMP's 3200 PLAXTON, 33 seater, MoT Oct 02
1990 TOYOTA CAETANO, 21 seater, MoT Sept 02
Tel: Robert Stables
01542 882482
674/715062/HWD

DISPOSAL DUE TO FLEET UPGRADE
J Reg LDV 400, Accessible Mini-Bus Internal Wheelchair lift, 2.5 Peugeot Dls .... **£1,000 (New MOT)**
H Reg LDV 400, Accessible Mini-bus, under body wheelchair lift, 2.5 Peugeot Dls .... **£1,100 (New MOT)**
G Reg 1990 Talbot Pullman, 21 seater, coach build rear, seat belts, 2.5 Turbo Dls Peugeot engine.....**£1,500 (New MOT)**
E.Reg Ford Transit, Mini-bus (No seats), internal wheelchair lift, suitable for repair or spares ..... **Offers**
All must be sold, space needed, any sensible offer considered .
Discounts for vehicles taken as seen (no MOT's)
Telephone 01656 660366 Bridgend (Wales)
674/714607/HWD

1988 MERCEDES 609 D

24 Seater lap belts, racks, boot, all white (unlettered), MoT July 2003.
£4,250 ono + VAT
0151 526 3209
674/714780/HWD

FORD R1114

49 seater owner driver, good condition, MoT February 2003, taxed, ready to work.
£2,500 ono
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07860 247 777
674/714878/HWD

This space can be yours for only £39.12 + VAT

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1984 PP DAF SB 2300 BERKHOF
6 speed with Splitter,
53 belted recliners with Courier seat, MOT til May 2003
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1987 FREIGHT ROVER
Ford engine, out of test, electric door, 20 high back seats with belts
OFFERS
1988 CAETANO
21 seater with belts, test, September 02
£2000
01686 668 443
07949 079 352
674/715093/HWD

MERCEDES 609D
1989 24 seater, power door, good condition, owned from new, FSH
£3,250 + VAT ono
Vehicle well maintained, will exchange for double decker.
WATT'S COACHES
01446 781 450
674/715136/HWD

1983 PP DAF BOVA
53 belted recliners with courier seat, MOT til August 2003, taxed til Dec 2002.
£3,750
Tel Salisbury 01722 338485
674/715111/HWD

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1989 MERCEDES 609D 23 SEATER MINIBUS, REEVE BURGESS.
Seat belts, Power Door, MOT September 02.
Choice of 4 similar vehicles
£4,500 +VAT.
Tel: 0500 354953
674/715137/HWD

21 Seat + courier, Caetano Optimo 1, May 1990, Cornish operated from new, a rare opportunity to purchase an early Optimo in original condition at a bargain price, April 2003, recent engine rebuild **£6,950 + VAT**
35 seat Leyland Tiger with R/Burgess Riviera body, November 1984, S/auto gearbox, fitted with luggage pen and racks, MOT Dec 2002, ex Travel Dundee – not pretty but practical. A heavyweight 35 seater at a sensible price **£5,750 + VAT**
All fitted with retractable seatbelts, taxed and comprehensively maintained by commercial garages. May consider p/ex on one or more of the above against late model 25 seat or 16 seat minicoach
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Factory built, 16 seats, side loading doors, high roofs, long MOT's, full COIFs
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Choice of Red/White/Blue
£4,600 – £6,000 + VAT
Telephone Pete
0705 0345 220
(Milton Keynes)
674/715089/HWD

LEYLAND DAF 400 TURBO 1993, 16 high back seats, 2 tables, power steering, seat belt approved, saloon heater, luggage racks, roof vent, tested until 11.04.03 . . . . . **£2,500 + VAT ono**
IVECO 45.10 TURBO 1992, 18 high back seats, seat belt approved, saloon heater, luggage racks, roof vent, tested until 07.10.02 . . . . **£2,750 + VAT ono**
All the above vehicles are in good working order used daily and available for inspection, sale due to the arrival of new vehicles.
CALL ANTHONY'S TRAVEL ON 01928 561460
674/715105/HWD

MERC 609, 24 COACH SEATS, REEVE BURGESS conversion, small boot and luggage racks, power door, 1 year's test, 1987, clean and tidy. **£4,950**
MERC 507, 20 SEATS, 9 months test, clean, tidy, useful bus, ready to work, 1988 . . . . . **£2,750**
NISSAN CABSTAR, 8 SEATS, Ricon split tail lift, clean and tidy, 1 year's MOT, cheap, useful minibus . **£1,450**
All buses are plus VAT and are all available due to fleet upgrades.
01207 235079
(DURHAM) 674/715085/HWD

FORD TRANSIT 2.5 DI LWB
11 fixed seats, COIF, 'J' reg, recent coach interior, good luggage room MoT 'till Jan '03
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Vehicle ready to work tomorrow
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674/VO/714972

PLAXTON PREMIER 3500 FULL EXEC VOLVO B10M (1993) 49 seats, 10 months MoT, painted in white .....**£45,000 ono**
1987 VOLVO VAN HOOL 49 seats, full exec, retrimmed and painted in white, long MoT.....**£26,000**
Nearest offer on both vehicles will be accepted
07714 894645
6734/714572/VO

1987 VOLVO B10M DUPLE 340, 50 seats, 6 months MOT, recliners, seat belts, arm rests, owned by us over 10 years. **£14,000 + VAT first to see will buy. Tel: 01388 772772**
673/714659/VO

1987 VOLVO B10M DUPLE 340, 50 seats, 6 months MOT, recliners, seat belts, arm rests, owned by us over 10 years. **£14,000 + VAT first to see will buy. Tel: 01388 772772**
674/714659/VO

'98 VOLVO B7R PLAXTON PRIMA 320, ZF auto, 57 seats, in stock white, all with MoT and ready to work. **Garry 01909 534407.**
674/708387/VO

BREAKING THIS WEEK
Volvo B10M MKIII Berkhof body (front n.side damage), 50 seats, THD101 engine, ZFS690 gearbox, retarder, alloy wheels, all other parts, e-mail photos available.
New spares Volvo B10M
Flywheels part no 422740, crankshaft part no 1545657
01962 717666 – 07740 736238
– Email: influx@btconnect.com
674/715077/VO

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New	MERCEDES ATEGO SOLERA up to 39/35 seats and choice of specification	IMMEDIATE
New	MERCEDES 814V AUTOBUS Nouvelle 29 & 33 seats, Air-Con	IMMEDIATE
New	MERCEDES 614V ONYX 24 coach seats, p/door, racks, Radio PA	3 WEEKS
New	MERCEDES 413 CDi Sprinter ONYX 16 seats, o/s door, racks & coach rear.	IMMEDIATE

WE REQUIRE GOOD QUALITY USED STOCK 16 TO 39 SEATS
QUICK DECISION AND IMMEDIATE CASH SETTLEMENT

2001 (Y) MERCEDES Atego Solera, 39 seats with air-con

1993 (L) MERCEDES 814D Autobus Classique, 29 coach seats and power door

Contact Malcolm J. Watkins

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674/714973/UN

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The **Plaxton Transbus** features include:

- Market-leading Dennis Dart chassis/Plaxton Pointer body combination
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- Luggage area and buggy area as standard
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- Ergonomic driver's compartment
- DDA compliant interior layout

all models
height: 2.87m
width: 2.40m

available in various lengths
8.8m, 10.8m, 11.3m

USED

10 mtr K reg Dennis Dart
Plaxton bus body, 40 seats, 12 mths MOT, very good condition

10 mtr M reg Dennis Dart
Northern Counties bus body, 39 seats, 12mths MOT, good condition

'R' and 'S' Reg Mercedes Vario 814 Beavers
27 / 31 seats, 12 standees, service bus spec

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MODEL OF THE WEEK

SUPER LOW FLOOR

1997 – UVG, 31+32 or 38+20, air suspension, Diptac, Telma, auto
1997 – WS, 39+16, air suspension, wheelchair facility
1998 – Marshall, 3 of, 43+19, air suspension, Diptac
1999 – Marshall, 43+19, air suspension, Diptac
2000 – Caetano, 2 of, 44+16 upgraded seats, ramp
2001 – Caetano, 3 of, 44+16 & 34+26, air suspension

SOME MERC SERVICE BUSES HAVE UPGRADED SEMI HI SEATS WITH BELTS

DOUBLE DECKS

MCW – 1981-84, all air suspension, new tyres, some belted
OLYMPIAN – 1981-88, some low bridge, 72-77 seats, some belted, new tyres
VOLVO D10M – 1990, Alexander single door, 79 seats, some belted, tyres included
VOLVO B10M – 1986, 80 seats, Alexander body, air suspension, single door

CLEARANCE VEHICLES

SETRA – 1987, 49/53 seat, new test, low mileage.....**£12,000**
SETRA – 1985, 49/53 seat, toilet, tested, low mileage .**£10,000**
MERCEDES STARIDERS – tested.....**From £2,000**
LEYLAND DAF – 1994, 16 seats, wheelchair, underfloor lift, front entry.....**£2,500**
MERCEDES – Coach spec, 24 seaters.....**From £1,500**
MERCEDES – Service spec, 27-33 seaters.....**From £1,500**
DAF – 1989, 49 Hiback coach sts, 6 ZF, centre toilet, belts, forced air, courier, low mileage
SCANIA JONCKHEERE – 1988, 49 seats, manual, Telma, 4 tables, toilet
MAN ALGARVE – 1987, 53 seats, ZF, double glazed, excellent condition. New test.

HIRE OF COACHES OR BUSES – AVAILABLE NOW – ALL SIZES – DELIVERED TO YOUR DOOR

SPECIAL OF THE WEEK

MERCEDES VITO TRAVELINER

Vito, double sliding doors + tailgate or rear doors, factory Traveliner, 8 seats + luggage, up to 50mpg, CDI common rail diesel, 3 yrs warranty, 2 W/Ch possible, *IMMEDIATE DELIVERY.*
£13,500 + VAT
EARLY DELIVERY – 112 + 110 with air conditioning and extras
ALSO AVAILABLE – used Vito, 2001, 6 + driver, belts, metallic paint **£11,500**

1990 – Caetano Optimo, 21 seats, immaculate.....**OFFERS**
1988 – Mercedes 609D, 19 large seats, low mileage.....**£4,500**
1990 – Mercedes 609D, 21 large seats **£4,500**
1996 – Mercedes 711D, Turbo, 25/29 seats, large boot, coach built.....**£24,500**
1996 – Mercedes 814D, 37 coach specification, only 85000k...

NEW & USED 8-16 SEATERS

208D – 1996, Sprinter, 8 seats, belts, W/C ramp
313D – 2001, Sprinter, 16 Hiback seats, belts, reading lights, forced air ventilation, luggage racks, manual gearbox, tinted glass, tested.....**£24,500**
413D – NEW, 16 seats, twinwheel, high spec, coach rear, boot, 2 weeks
413D – NEW, 16 seats, all removable for 5 WC & U/F lift, 3 weeks
FORD TRANSIT – NEW, 8 or 2 wheelchair, stock
FORD TRANSIT – NEW, 15 seat, factory, PSV
FORD TRANSIT – 1994, 16 seat, luxury, power door
FORD LONG CUBE – 1999, 16 hiback seats, high roof, new test **£11,000**
LDV – 93/94/96/97/98, all hi roof, 16 seats, some side door, factory.....**FROM £3,000**
LDV – NEW, 16 seat, front entry, choice available
LDV – NEW, 16 seat, wheelchair, lift, stock

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NEW & USED MERCEDES 24, 29, 33, 37 SEATERS

NEW CHEETAH – 33 seat, double glazed, immediate delivery
NEW CHEETAH – 29 seat, fast lane, immediate delivery
NEW MELLOR (new shape) – 29 & 33 seats, immediate delivery
NEW MER SOLD 4+ courier, manual door, luxury, immediate delivery
NEW MERCEDES – 24 seat, luxury specification, power door, **can carry 24 or 33 passengers & luggage & get 20mpg**
611D – 1997 3 of, 24 Hiback seats, belts, power door (1), boot
611D – 1997 24 Hiback seats, power door, turbo, belts
711D – 1996, 24 or 25 seats, power door, boot
814D – 1997-2000, good selection, 24 to 37 Hiback seats

MERCEDES 23-33 SEATERS SERVICE SPEC

814D – 1998, 23+8 seats, UVG body, DipTac, dual purpose belts
814D – 1999, 27 semi high coach seats, Plaxton body, Telma
814D – 1998, 27+12 seats, DipTac, belts
814D – 1998, 27+12 seats, Plaxton body, Telma, belts
814D – 1997, 27+12 seats, Plaxton, air suspension, choice of
814D – 1998, 29+6 seats, Mellor body, belts, dual purpose
814D – 1997, 29+12 seats, Plaxton body, air suspension, Telma
814D – 1999, 31+5 seats, Marshall, DipTac, belts
814D – 1998, 31 seats, Plaxton, DipTac, belts
814D – 1998, 33+9 semi high coach seats, Mellor body, DipTac
814D – 1998, 33+11 seats, Plaxton, Telma, dual purpose
811D – 1991, 28 seats, Alexander body, Telma, auto, power door
811D – 1991, 31+6 seats, Europa body, manual, destination, lap belts
811D – 1995, 33 seats, Alexander body, auto, power door, destination
709D – 1989-1994, huge choice available, please call for list
609D – 1993, 24 seats, narrow body, power door, manual

USED 34-61 SEATER SERVICE SPEC

LEYLAND SWIFT – 1989, 34 highback seats, belts, auto, upto 8 WC, Cummins/Allison auto, lift, new test Dec.....**£3,500**
SCANIA – 1988, 51+23 seats, Alexander body, belts, immaculate
LEYLAND LYNX – 1987-91, Gardner & Cummins, 49+12 & 51+21 seats
LEYLAND TIGER – 1987, 61 seats, Alexander body, new test

674/715058/UN

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NEW VEHICLES:- EARLY & IMMEDIATE AVAILABILITY

VOLVO B12M VAN HOOL ALIZEE

49/53 Royal reclining seats
Courier seat
Centre demountable toilet
Sutrak Air conditioning
Double glazed with curtains
Water boiler & fridge
Carpets
Radio/CD & 17" monitor
Aircraft type lockers
Tempo 100

BOVA FUTURA FHD 12-340

51/53 Kiel K80 luxury recliners
Courier seat
Retarder
Centre demountable toilet
Continental door
Double glazed with curtains
Fridge & drinks machine
Air conditioning
Carpets

MERCEDES 0815 DT SITCAR BELUGA

Choice of 27, 29 or 33 seats
Courier seat
Telma retarder
Double glazed with curtains
Air conditioning
Underfloor luggage with boot
Drivers door
Carpets

USED COACH SELECTION

1991 VOLVO B9 PLAXTON PARAMOUNT 3200
43 reclining seats, power door. Interior – grey. Exterior – white.

1990 DAF SB2305 JONCKHEERE DEAUVILLE P599 D/H
51 reclining seats, courier seat, seat belts, centre sunken toilet, continental door, double glazed, curtains. Interior – grey. Exterior – silver.

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48 reclining seats, courier seat, seat belts, rear sunken toilet, rear continental door, drinks machine, aircraft type lockers, air conditioning, double glazing, blinds, curtains, Telma retarder. Interior – brown/orange. Exterior – white.

1990 DAF SB 3000 PLAXTON PARAMOUNT 3500
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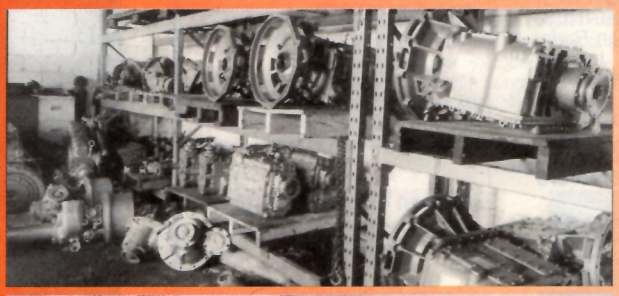

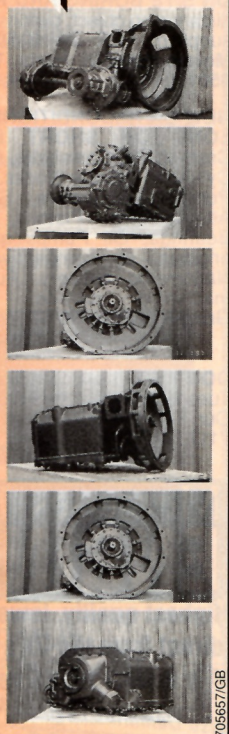

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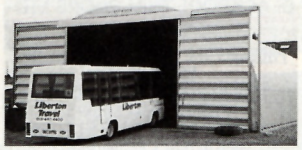

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TENDERS

Government of Gibraltar

6 CONVENT PLACE

OFFICIAL NOTICE

TENDER FOR THE SUPPLY OF LOW-FLOOR BUSES
RESTRICTED PROCEDURE NOTICE

1. **Contracting Authority**
   Government of Gibraltar
   On behalf of the Ministry for Transport
   Duke of Kent House
   Cathedral Square
   GIBRALTAR
   Tel 350 79336 Fax 350 70029
2. (a) **Award Procedure chosen:** Restricted
   (b) **Justification for use of accelerated procedure:** Not applicable
   (c) **Form of Contract:** Purchase
3. (a) **Place of delivery:** Gibraltar - GI
   (b) **Nature of the Goods to be supplied:** CPV: 34121100-2: The Contracting Authority wishes to purchase public service buses
   (c) **Quantity of the Goods to be supplied:** Approximately 18 midi low-floor buses and 3 mini low-floor buses for use on new public bus routes within an urban environment to be ordered before March 2003.
   (d) **Division into lots:** Yes
4. **Time limits for completion or duration of the contract, for starting or delivering supplies:** 12 months from the date of the award.
5. **Legal form in case of group bidders:** Joint and several liability
6. (a) **Deadline for receipt of requests to participate:** 29/08/2002
   (b) **Address:** Procurement Office, 17/2 Waterport, GIBRALTAR
   (c) **Language:** English
7. **Final date for despatch of invitation to tender:** 25/10/2002
8. **Deposits and guarantees:** None at this stage
9. **Qualifications:** The supplier must prove his financial and economic standing and his ability and technical capacity by furnishing:
   * Completed and audited balance sheets for the last three years;
   * A description of the supplier's technical facilities, measures for ensuring quality, research and development facilities, especially any research and development undertaken to minimise negative environmental impact and indicating the technicians or technical bodies involved, whether or not they belong directly to the supplier;
   * A statement of the supplier's average turnover of staff over the previous three years;
   * A statement showing the supplier's Quality Assurance procedures, and Health and Safety policies together with an authenticated statement recording statistics on their safety records over the last three years;
   * A list of the principal deliveries effected in the past three years, with the sums, dates and recipients (public or private) involved;
   * Certificates, drawn up by official quality control institutes or agencies;
   * Sample descriptions and or good quality photographs of the products to be supplied; and
   * Certificates issued by the relevant competent authorities, attesting that the supplier has fulfilled his obligations relating to the payment of Social Security contributions and Taxes
10. **Award criteria:** Based on the best overall value for money offer, taking into account after sales services, technical back up, quality control systems, the environmental impact of the vehicles to be supplied and health and safety aspects, functional characteristics, the ratio of seats to standing passengers, suitability of the vehicles to the geography and climate of Gibraltar, delivery period and price. These criteria are not listed in order of importance.
11. **Number of suppliers that will be invited to tender:** From 5 to 7
12. **Variants:** Variants will be accepted.
13. **Other information:** Any contract will be subject to the Law of Gibraltar and the Authority does not bind itself to accept the lowest or any tender.
14. **Prior information notice:** No prior information notice published
15. **Date of dispatch of notice:** 23/07/2002

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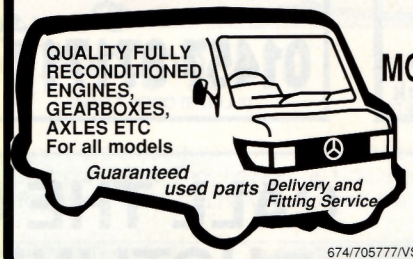

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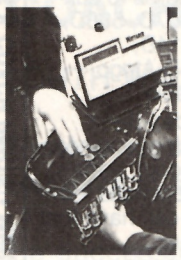

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The body incorporates 49 seats, rear saloon toilet, full air conditioning, Webasto, and hot drinks machine. The coach was supplied by Moseley in the South.

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Two of these Volvo B12M coaches with Plaxton Paragon National Express specification bodywork have been purchased by Yorkshire Traction. The vehicles have 49 Esteban recliners, toilets and washrooms and are fully DDA compliant. They have front, side and rear destination equipment. They will be operated on National Express's services between London and Yorkshire. TransBus Kirkby supplied the vehicles.

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